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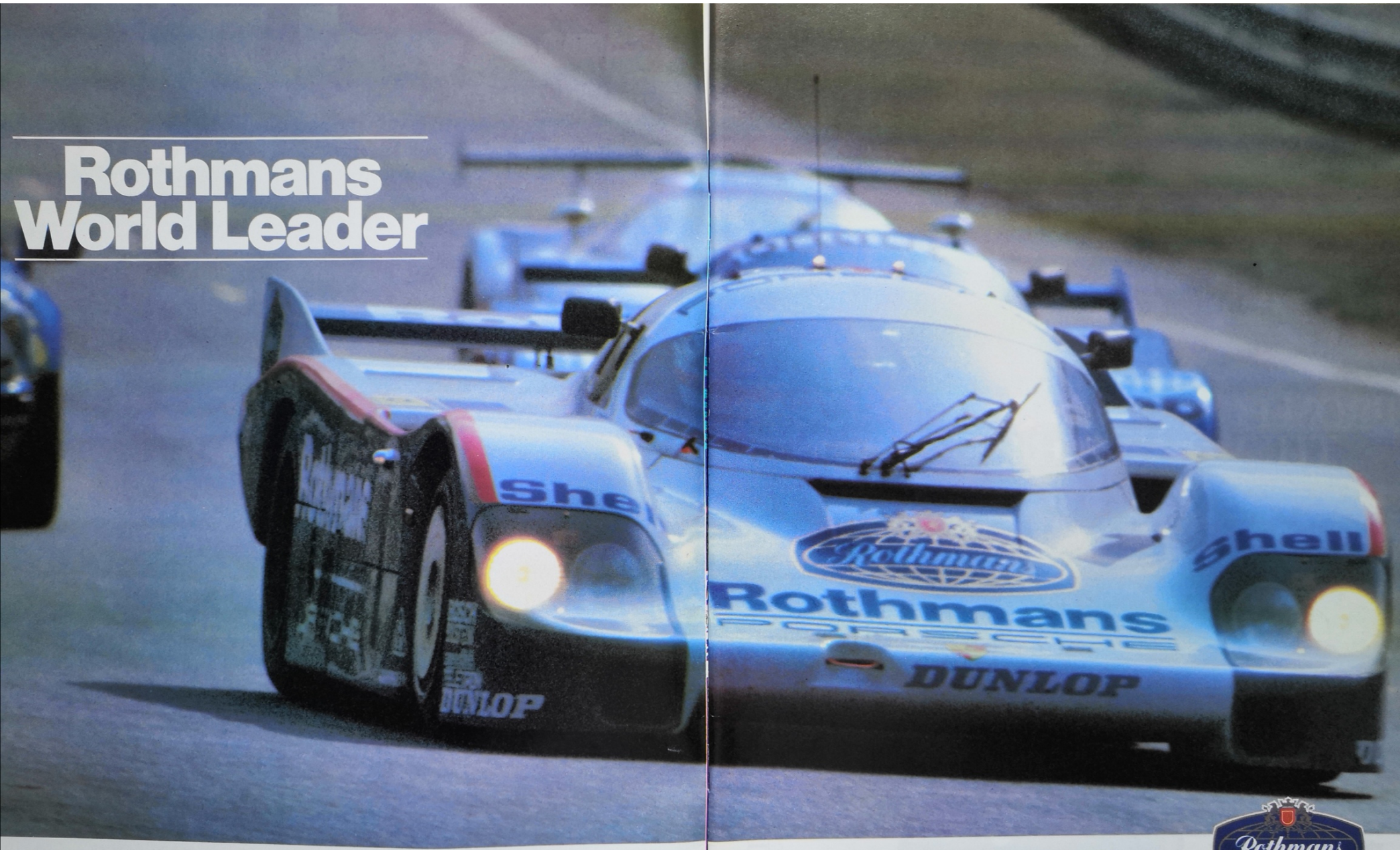

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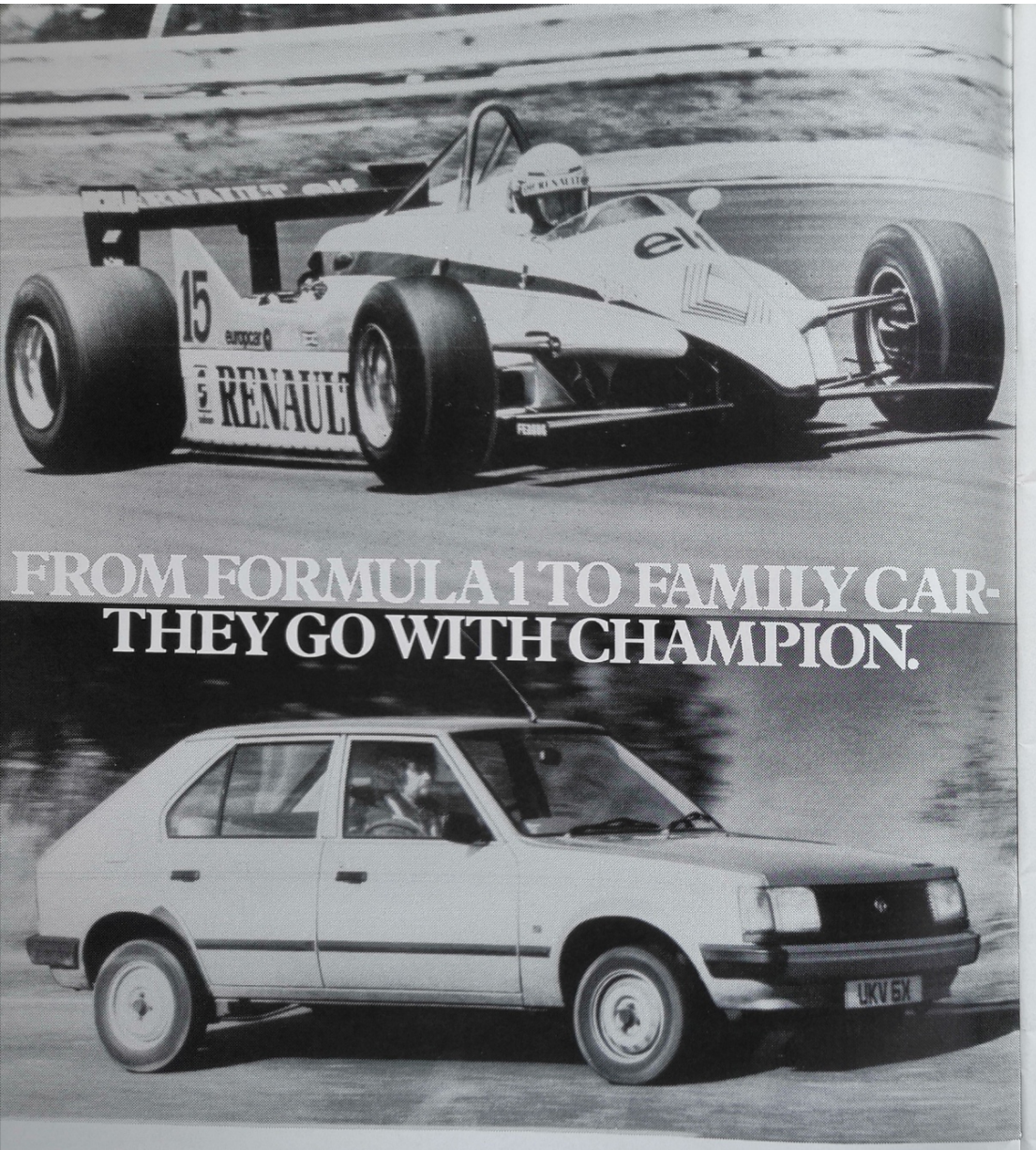

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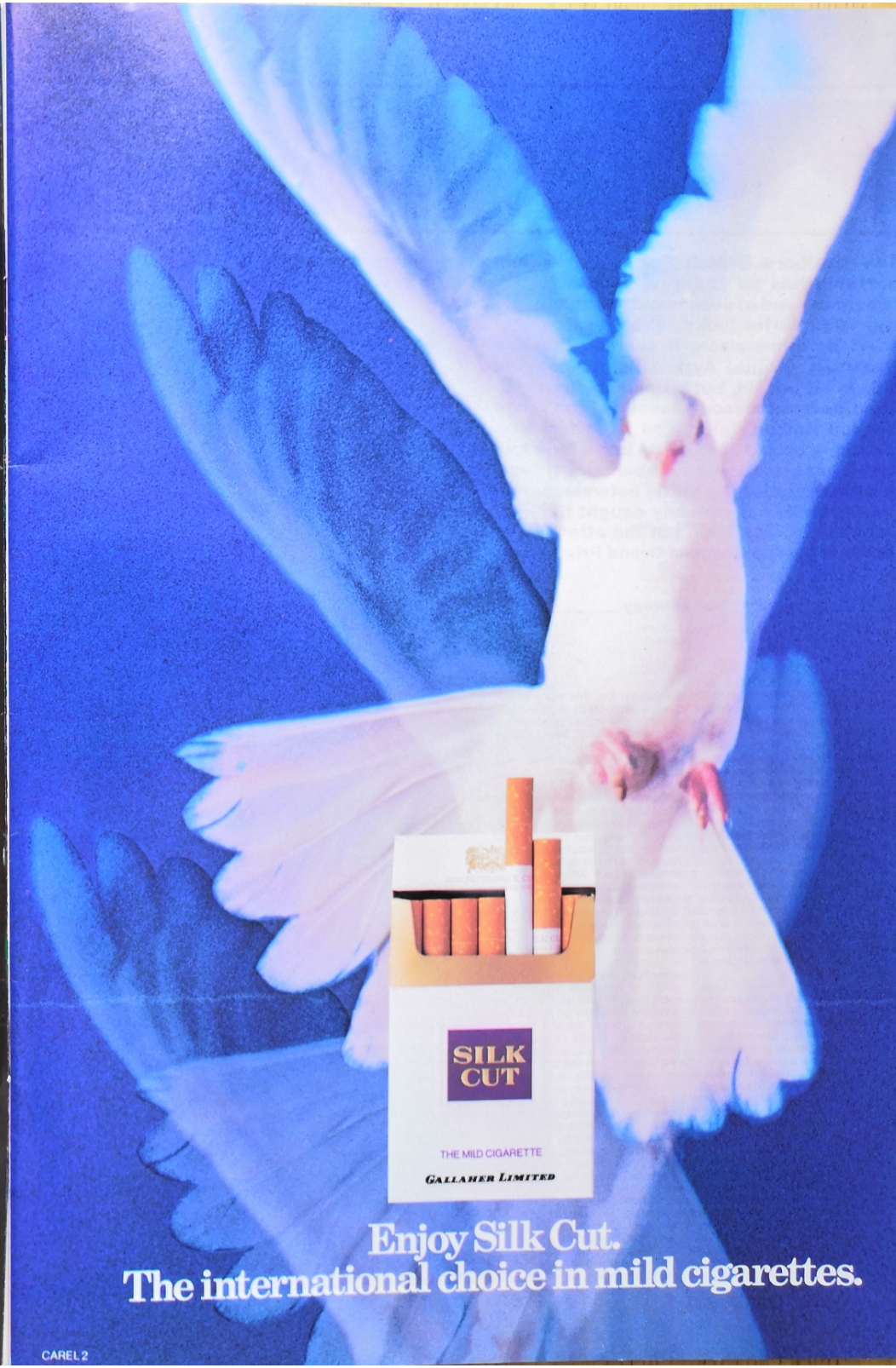
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Marlboro British FORMULA 3 CHAMPIONSHIP

The Marlboro British Formula 3 Championship has an enduring reputation for producing end of season cliff-hangers, and the 1983 series looks set to provide another. By mid-season, it seemed that the Brazilian genius, Ayrton Senna had the title in his pocket, but in the last four races, the tide has turned in favour of the Eddie Jordan Racing Team who have turned a crushing tragedy in Austria into a fairy tale fight back for their number one driver, Martin Brundle. The battle between Senna and Brundle has not only caught the imagination of race fans, but the attention of some of the top teams in Grand Prix racing.

By Noel Scholey

At the back end of last year, when British motor racing was handing out its swards to the year's crop of comingmen, Calvin Fish picked up a Grovewood citation for — amongst other things — showing the occasional clean pair of heels to a driver from Brazil who travelled at the time under the name of Ayrton da Silva. Fish, like da Silva a graduate of karts and Formula Ford, had been among the class of the '82 field in British Formula Ford 2000.

With the unashakable conviction that, over the years, has been the hallmark of Grovewood panelists — motor racing journalists to a man, I need hardly add — Fish was fingered so to speak, as a likely star of the future and a deserving beneficiary of Grovewood's generosity.

To be sure, the money that goes with the award never did amount to a very large hill of beans when it comes to putting a racing budget together. But the kudos in terms of publicity, recognition and credibility with prospective sponsors is very valuable indeed. In Calvin's case, it won him a handsome budget from BP to contest the Marlboro F3 series in a VW-powered Ralt prepared by the redoutable Dave Price. With this sort of set-up, it seemed more than reasonable to anticipate Fish winning his share of F3 races during the season, and being a there-or-thereabouts contender for the Marlboro title come the end of the year. Neither he, nor his mentors had any way of knowing that his was to be the role of spear carrier to the two star performers in the series.

On August 6th this year, at the three quarter stage of the championship and in the fifteenth race of the series, Calvin finally scored his maiden Formula 3 victory. It happened in a thinly supported race at Oulton Park in Cheshire, and it is no slight on Calvin's dedication and ability to say that he had it handed to him on a plate. With seven laps of the race remaining, the very best that he could have hoped for was the third place that he had been defending from American Davy Jones right from the outset. But on lap 29, when he passed the stricken cars of Martin Brundle and Ayrton Senna, he effectively became only the fourth driver to score a Marlboro victory this season.

For Fish, this was a case of patience and virtue rewarded. All year long, he, like so many other talented drivers in the series, had been waiting in the shadow cast by the two giants of the championship, Senna and Brundle. Although it was too late for it to influence his title aspirations, a race victory was an important boost to his points tally, not to mention his confidence.

The one man who perhaps had cause to feel slightly cheated by the Oulton result was Davy Jones. Davy's enthusiasm has occasionally got the better of him this year, both in practice and racing situations, but he has usually managed to keep Brundle and Senna in sight during races, and would normally have expected to be the first to benefit from their misfortunes. However, on this particular occasion, Davy had started the race in a car which had been painstakingly stitched back together by Murray Taylor's patient (but all too experienced in these matters) mechanics, following yet another of Davy's agricultural excursions during practice. That Davy was trailing Calvin in the race was probably traceable to the fact that the geometry of his front suspension was some 5 cm out of true. So, what on almost any other occasion would have been first place for Davy became second.

In third place, and greatly relieved to be back in the points after a barren outing the race before at Donington, was Allen Berg in the GPI-sponsored Eddie Jordan Ralt. Visiting Oulton Park for the first time, Allen had got himself into something of a muddle in practice and dropped a place from his grid position to be running fifth in the race. He accepted his unexpected third spot with all the relish of a man who knows that luck is a two way street and on this day at least, his had been running in the right direction.

David Leslie, Tony Trevor and Carlton Tingling gathered up the balance of the points from some distance back.

But what of the Senna/Brundle confrontation?

There are those who will tell you that what happened at Oulton Park was inevitable; that sooner or later, the pair of them were going to clash in a big way. There had already been the first signs of it at Snetterton, a race where, by general concensus, Brundle had 'lost his innocence' by standing his ground to Senna. The next race at Silverstone — the big GP support event — had gone Senna's way, but by the narrowest of margins. Brundle had been bitterly disappointed not to win that one, and brave indeed was the pundit who now dared to forecast the outcome of the following race at Donington.

Stripped of any outside variables which might affect the equation, Donington proved to be the first trul victory for Brundle over Senna. It was the ultimate role reversal, with Brundle making a sensational start and leading throughout — the very mirror image of what Senna had been doing to Brundle in the first half of the season. If Brundle had still been smarting from his Silverstone defeat, here at least and at last he showed Senna who was boss.

Brundle felt, quite simply, that it was " the best race of my career ", and he was probably right. To be sure, he had Senna to thank for drawing it out of him. But of course, he had now created his own monster, and he knew it. If there is one abiding characteristic of Senna, it is that " he just won't

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Marlboro British FORMULA 3 CHAMPIONSHIP

finish second " as one driver put it. Brundle, more than most, had cause to reflect upon this aspect of the man's make-up.

Thus, Oulton became the stage for yet another show-down. Inevitably, the pair of them shared the front row, this time with Brundle on pole. Again, Brundle (who strangely claims that good starts are a matter of luck!?) got the jump on Senna and led from the green light. Senna watched him like a bird dog from a few lengths away, but seemed powerless to challenge.

Perhaps Senna sensed that Brundle was having tyre problems (in fact, the Eddie Jordan car was in trouble with its brakes), perhaps he felt he just had to force the situation. Perhaps indeed, he just won't finish second, as the man says.

Whatever, he took a reckless stab at Brundle going into Foster's, a hopeless bid to rest the lead from Mr Jordan's star pupil, and it ended in disaster for both of them. The two cars tangled and came to rest with Senna's perched on top of Brundle's, which impressed Martin not one bit. " I couldn't get out to hit him, " he said, only partly in jest. " Then, when they towed us in, they wouldn't put the rope around his neck, which further upset me. "

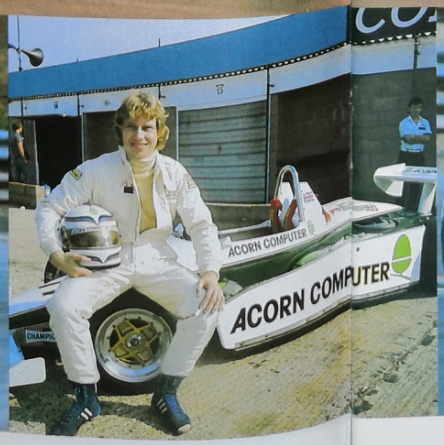
The stewards acted promptly and firmly. Senna copped a £200 fine and endorsement of his racing license for reckless driving. Thus vindicated, Brundle felt able to turn his back on the incident and part company with the Brazilian on amicable terms.

So, onto Silverstone once again, this time for round sixteen. By now, Senna and Brundle were being mentioned in Formula 1 dispatches with greater regularity even than Dr Jonathan Palmer who, in the interim, had put a convincing seal on the European Formula 2 Championship.

Predictably, they shared the front row, Senna having claimed pole in the West Surrey Racing Ralt by less than a tenth of a second over the Club Circuit.

Equally true to form, the race was once again determined on the first corner of the first lap. Rather less typically, neither driver made a particularly impressive start, but it was Senna who cut sharply across Brundle's bows to lead through Copse, and thereafter it was the familiar stand-off that has typified so many of this year's races between the two protagonists. At the end of thirty laps, there was less than a second and a half between them, with the inevitable Davy Jones the same distance away in third place and, significantly, claimant of a new lap record.

Allen Berg in the GPI sponsored Eddie Jordan Ralt look a lonely fourth place despite massive



oversteer and a dodgy gearbox, while Calvin Fish and Johnny Dumfries trailed some distance behind in fifth and sixth spots.

There was a lengthy steward's enquiry into the legality of the skirt height on Brundle's car at post-race scrutineering, despite the car having passed muster in this respect while it was actually on the starting grid with the driver installed. In the event, Eddie Jordan's appeal against exclusion from the results was upheld, the stewards taking the view that it was not conclusive that the car, as presented at post race scrutiny, was in exactly the same 'trim' as when it finished the race.

The decision left Senna shaking his head, and prompted a counter appeal to the RAC later in the week from his entrant and mentor, Dick Bennetts. That this is likely to be heard some time after the outcome of the championship is settled is perhaps academic. Bennetts is a stickler for rectitude in all things, and as entitled as anyone else to state his case.

With the fires of Formula 1 speculation now being well and truly stoked by the racing press, and neither driver making any secret of the fact that they were both courting and being courted by Grand Prix teams, it was hardly surprising that the mood and atmosphere of the moment was having a significant impact on both Senna and Brundle. With just four races left in the series, each had come to regard the other as a major impediment to his big-league aspirations. For the time being, Senna retained the initiative and a handsome points lead, but in one sense, the championship had now become a side issue. Winning races, beating the other man, was paramount for both of them.

Oulton Park on a grey September day provided a chilling stage for the resumption of their heated personal battle. (A thousand miles away, Nelson Piquet was showing the world what Formula 3 alumni are made of. The tantalising message was not lost on either Senna or Brundle!.

Pole position for Senna, Brundle! alongside. Behind them, Davy Jones who had been as fast as either of them in mid-week testing and Allen Berg, more in tune now with the circuit, but hamstrung for a good start by the loss of first gear on the warm-up lap. Then a startlingly on-form Richard Trott next to Calvin Fish, these two ahead of Eric Lang in the second of the Murray Taylor cars and David Leslie in the Magnum. The rest, led by David Hunt in his second appearance in the Acorn Computers-sponsored Eddie Jordan car were at best going to have a grandstand view of the action ahead.

An inspired start by Brundle left Senna pondering the same dilemma as confronted him on their previous Oulton encounter. But this time, he had Jones applying relentless pressure from less than a car's length behind and clearly not prepared to settle for the status quo. Something had to be done, and sooner rather than later. The situation did not allow for the niceties of any waiting game.

Halfway through lap eight, Brundle caught sight of the Brazilian's nose cone edging alongside.His mental replay instantly flashed back to August 6th, and he kept his foot in and his braking for Druids even later than seemed prudent to avoid any kind of contact. None came. Instead, he caught the vision in his rear view mirror of Senna crashing out of the race and Jones now bearing down on him. The race was by no means won. For eight more laps, they hammered round, Jones breaking the lap record in his pursuit of the leader, but getting more and more ragged in his efforts. Brundle must have felt that he had exchanged one kind of Senna for another.

With five laps to go, Jones got far enough off line to crack his sump on the rumble strips, and for a lap dropped oil round the circuit before being black flagged. Brundle was home and clear.But the slippery track caught out Trott who conceded a sure second place to Fish, while Allen Berg made a late race charge after spinning out of third to salvage a couple of points for fifth. David Leslie, who had managed to keep it all together thus finished ahead of Trott in third place, while Lang, who also fell victim to the oily surface lost a place on the last lap but still finished sixth.

For once,there were no post race wranglings, and however improbable the arithmetic, Brundle is still in there with a chance of the Marlboro title. Senna had the chance of putting it all beyond dispute at Oulton and he blew it. From here on, all bets are off.

Marlboro British Formula 3 Championship

Points after 17 of 20 rounds

1	Ayrton Senna	116
2	Martin Brundle	103
3	Davy Jones	61
4	Calvin Fish	58
5	Allen Berg	30
6	Mario Hytten	20
7	David Leslie	18
8	Tony Trevor	9
9	Eric Lang	8
	Johnny Dumfries	8
	Richard Trott	8

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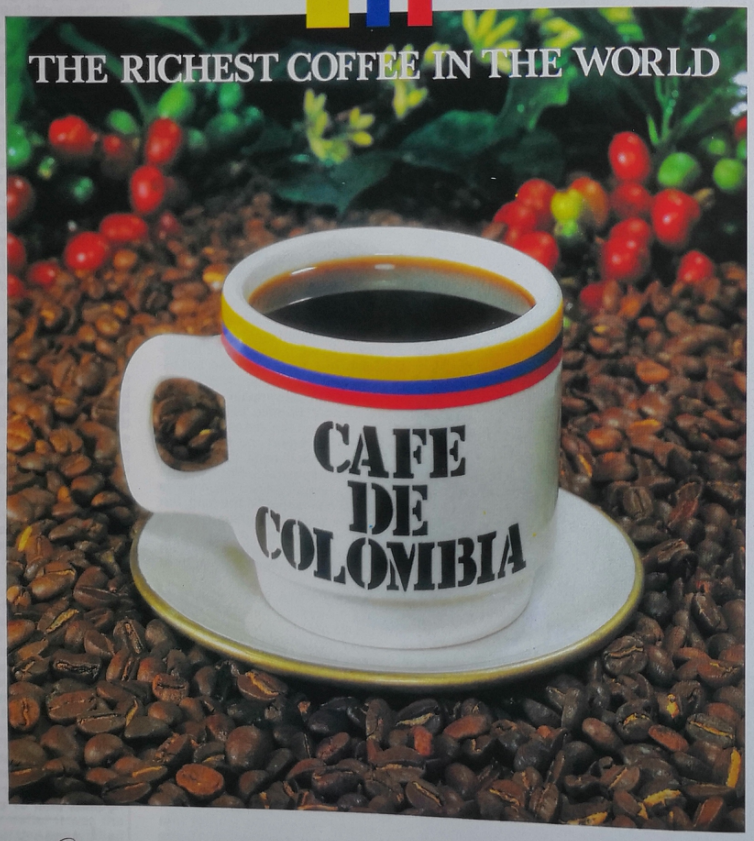

NATIONAL FEDERATION OF COFFEE GROWERS OF COLOMBIA

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NELSON PICKS UP THE SCENT

Nelson Piquet may not have shown his disappointment at Zandvoort, but he demonstrated true delight at Monza after his overwhelming win. He and his team were overjoyed that their run of bad luck had come to an end; they now believe firmly that they have a good chance of winning the world championship. He's won it before, and he believes he can do it again.

N° 71 (EUROPEAN GP) WILL BE ON SALE ON 28 SEPTEMBER

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PRACTICE

The fans thought that Monza belonged to Ferrari, but Riccardo Patrese had other ideas. Even so, Tambay and Arnoux separated Riccardo from his teammate, while Prost was fifth after a couple of difficult days. At the other end of the grid, Jacques Laffite failed to qualify his Williams.

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THE RACE

Two Brabhams led at the start, but Patrese soon retired leaving Piquet to complete the job with flying colours. Once Prost had disappeared, it was left to Arnoux to finish second from Cheever, while Tambay vanquished de Angelis.

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MONZA STATISTICS

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MARC SURER

Out of a car, he is quiet and reserved; in a car, he is aggressive and resilient. Despite two serious accidents, Marc remains a tiger; it is one of the many contrasts, the first of which is that he is a racing driver from Switzerland, where motor racing is banned. Is that a disadvantage? Read on.

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NOT A QUITTER

His car may not be qualifying, and his RAM March team may never have scored a world championship point, but John Macdonald doesn't intend to let that get him down. He never forgets that Frank Williams was once in a similar position, and that he ran Alan Jones before Frank did!

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EXTRA, EXTRA

Manfred Winkelhock still hasn't scored a point this season, despite the promise shown by the ATS-BMW; Eddie Cheever enjoyed his fine drive to third at Monza; and the crowd control at Monza sadly was found wanting.

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COCKPITS

Our technical review, with emphasis on the exterior radiator cooling found on Brabham, Ferrari and Renault cars.

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The paddock in Monza

NIKI'S ENCOUNTER -- OF THE INSECT KIND

After his efforts at Zandvoort, Niki Lauda deserved the good lunch which his wife Marlene prepared for him on the following day, Monday. And since they were at home in their villa on the Spanish island of Ibiza, why not follow the local tradition and take a siesta?

Alas, Niki was awoken by an intense pain in his left foot — and within minutes it had swollen to twice its normal size. The cause of the pain, which he assumed to be an unfriendly local insect, had long since vanished. In spite of cramps and vomiting, the twice world champion decided to try to forget the pain and the swelling.

"But the pain that night was so bad," said Niki, *"that I cried for the first time since my accident at the Nurburgring."* Naturally, early that morning he telephoned his medical "guru," trainer Willi Dungl, who advised an immediate return to Vienna

Dungl was puzzled at first: *"we didn't know what it was that had bitten Niki, so we had to get some samples analysed. The doctors were able to inform us that Niki had, in fact, been stung by a scorpion. He was suffering from severe poisoning..."*

A suitable antidote soon had Niki back on the road to recovery, while Dungl advised a further cure of his own (50 km bicycle rides !), and within three days the twice world champion was fit and well. He had missed the two days of testing at Brands Hatch in preparation for the European GP, but at least he was able to arrive at Monza with a smile on his face.

STEWART 10 YEARS ON

Next month it will be exactly ten years since Jackie Stewart announced that he was hanging up his helmet. Jackie won no fewer than 27 of the 99 Grands Prix in which he competed - and it would have been 100 exactly if he hadn't withdrawn from the last, the US Grand Prix at Watkins Glen, following the death in a qualifying accident of his friend and Tyrrell team mate, the French driver François Cevert.

Jackie Stewart won three world championships- 1969, 1971 and 1973 - in cars entered and prepared by Ken Tyrrell. It was entirely appropriate, therefore, that he should have made his reacquaintance with a Tyrrell-Ford (the 1973 winner) at a vintage car meeting last month at the Laguna Seca circuit in northern California.

Our photo (by Pat Behar) shows Jackie "demonstrating" the Tyrrell in front of a Lotus 49 fitted with enormous 1968-style front and rear wings.

Secure in his retirement, Scots-born Jackie lives with his family near Lausanne. He has a number of important contracts with (among others) Ford and Goodyear. "And I'm busier than I ever was as a driver," he claims.

HART'S DEADLINE

The F1 future of Britain's only turbocharged engine, the four-cylinder Hart 415T, is in jeopardy. After three years of tireless development, Brian Hart has informed the Toleman team that he will be obliged to withdraw unless he can be promised the finance he needs to continue the project, which requires an electronic engine management system.

Hart's deadline is the end of this month (September), and Toleman boss Alex Hawkridge recognises that it is useless to continue without the electronic "know-how" available to the major continental turbo-teams. Nevertheless, the decision is particularly painful after the team's excellent Zandvoort result, where Derek Warwick brought his Hart-powered Toleman through to 4th place, the first world championship points for the team since their F1 debut at Imola in 1981. Another point at Monza makes it even more poignant.

"I shall definitely be continuing in motorsport," said Hart, whose Formula 2 and rally engines are regarded as being among the most competitive. *"But I would like to deny the rumours that I will be undertaking the servicing of other manufacturers' engines for F1."*

Current rumour -- which is not denied by Toleman - suggests that the ambitous British team may continue with BMW "customer" turbo engines, possibly with BMW protégé Manfred Winkelhock as the driver. But this will depend on commercial sponsorship, together with the decision of team owner Ted Toleman, who has guaranteed much of the finance for Toleman activities in F1 until now.

RENAULT TO INDY -- BY THE BACK DOOR

American sports car entrant Harley Cluxton, whose Mirage sports cars ran twice at Le Mans ('78 and '79) with works supplied Renault turbo engines, is about to renew his association with the Régie.

Cluxton, from Phoenix, Arizona, has been negotiating for the supply of a turbo engine suitable for Indianapolis. The idea meets with the approval of Gerard Larrousse, who has stated several times that Indianapolis is the company's next target after a Renault driver has won the F1 title.

"I have three engineers, four engine builders and my own dynamometer facility," Cluxton told us at Monza. "We think the engine could be bored out to the Indy limit of 2.65 litres and used very successfully there."

This proposal would suit Renault, whose directors are aware of the fate that befell Porsche three years ago when the company tried to "muscle in" on Indianapolis as a works team, to the consternation of the ruling body.

NUNN/THEODORE : DIVORCE

For the first time in four races, at Monza the two Theodore drivers (Roberto Guerrero and Johnny Cecotto) succeeded in qualifying. But the team has lost its director Morris Nunn, who had resigned his directorship in the company a few days earlier and turned over his 49 per cent shareholding to his former partner, Teddy Yip.

It was an unusually cautious Nunn who arrived in Italy as a race spectator. *"This is a very personal matter,"* he said, *"and all I can tell you is that certain things were not going the way I wanted."* Nunn added that he would like to continue in F1, *"but I don't always want to be fighting just to qualify."*

For the past few weeks Nunn has been taking more interest in Indy-car racing than in F1. He was visited the USA three times already this year to supervise the two Theodore chassis which were supplied to the team for which this year's Indy "500" winner Tom Sneva drives. So far, Sneva has preferred to race his March. But the Theodore chassis has won a 4th place in a road race at Mid-Ohio.

The logical decision for Nunn would be to re-activate his own Ensign team, which was amalgamated with Theodore Racing for 1983, and to start producing chassis for sale to American Indy-car entrants. But the design rights to the present Theodore belong, of course, to Teddy Yip, so Nunn would have to find an engineer to help him.

MICHELIN'S MEN

It is now certain that Michelin will provide tyres for only three teams next year: Brabham, McLaren and Renault. A Michelin spokesman was categorical on that subject. Then, relenting, he said: *"You know the pressure we're under from the government about you-know-who."* That could only be Guy Ligier. But apparently Mister Michelin himself, François Michelin, after not having been certain that Michelin's participation in Formula One was a good thing, is now convinced. He came down to the shop floor and said: *"Yes, I think it's a good thing, but it is only a good thing if we can back a winning team."* To make sure of that, it was pointed out that the odds had to be spread over three teams. Hence the decision.

Mister Michelin was quite clear the he no longer wanted to furnish tyres to people who didn't pay for them; or, for that matter, for their engines. But as the same spokesman said, *"You know how it is with politics..."*

THE MAGIC FORMULA

After the Austrian GP all the signs were there that the four men who were leading the world championships had settled comfortably into the positions which they held then. Alain Prost seemed to have made a decisive breakaway, while Patrick Tambay held the vanguard with no more than an outside chance of the title.

That was still the position on the morning of the Italian GP, but the gap between the leader and the lampman has now shrunk to only ten points. In such a delicate situation none of the contestants can afford to slip, and it is the two "inner" men, René Arnoux and Nelson Piquet, whose stars have come into the ascendant.

Three Frenchmen and one Brazilian are the ingredients in this end of season mixture, two in Ferraris, one in a Renault, and one with Brabham-BMW. Looking at things from the point of view of the pressures involved, both Arnoux and Piquet are particularly well placed. This second half of René's first season with Ferrari has been meteoric, and he appears to have snatched a moral advantage from his sworn rival Prost, around whose reputations we are beginning to see doubts grow for the first time ever.

Protected at Monza by his privately-engaged "gorillas" — whose presence fortunately proved to be unnecessary — and with a several day's growth of bristle on his chin, Prost nevertheless seemed to appreciate the irony of his situation.

OK, a Ferrari didn't win at Monza this year, but that scarcely seemed to upset the Italians. Their hopes extend over a longer term than one race, beyond the confines of their national Monza shrine, and their true passions will not be fully aroused until the afternoon of October 15, when the final result will be declared far away in South Africa.

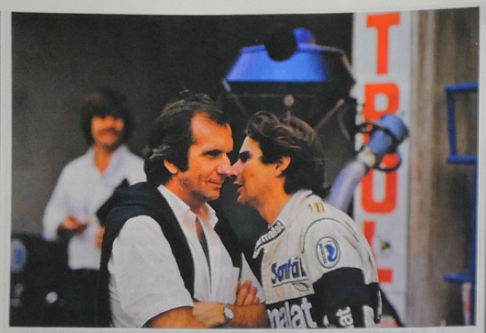
Almost buried at times, it seems, under the weight of an estimated 200,000 people, and deafened by the howls of infectious partisanship, Monza 1983 will certainly go down as the most harrassing experience yet in this reporter's professional career. Once the flag had fallen, the journalist's lot was even more to be pitied. To get one's job done it was necessary to thread one's way around the well-defended encampments that the team motorhomes had temporarily become — and to try and stay alive, too. Once the storm has subsided, we will no doubt be happy to recall that "we were there," but for the time being we look forward eagerly to the two remaining rounds of the world series.

With Prost on 51 points, Arnoux on 49, Piquet 46 and Tambay with 41, the fascinating uncertainty of our sport will no doubt be enhanced at Brands Hatch and Kyalami, while F1's image will shine more brightly than ever as the world's attention focuses on the fight to the finish.

Have no doubt, within the month there will be millions of people caught up in the spirit of what we can only describe as a truly magic formula.

G.P.I.

The paddock in Monza



EMERSON COME-BACK? "ONLY WITH A TOP TEAM"

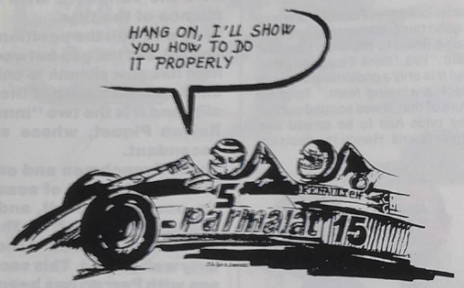
When Emerson Fittipaldi showed up in the pit lane at Monza, he could hardly deny that he was considering a return to F1. After all, he has already (he says) been offered a test drive with Alfa Romeo/Euroracing, and his helmet and overalls were in the luggage which he'd brought from Brazil.

Why, though, was he giving the matter so much consideration? It is nine years since Emerson won the second of his two world championships (1972 and 1974), and eight since he won a Grand Prix (Silverstone, 1975). It was just over two years ago that he announced his retirement from the cockpit, and it was as recently as November 1982 that Fittipaldi Automotive Ltd (the F1 team directed by Emerson and his brother Wilson) collapsed in a welter of debts and confusion.

"I feel that I already have 50 per cent of my motivation back," he said, *"and now that the ground effect cars have been banned I know that I could be interested in driving an F1 again. But I'm well aware that at my age (he'll be 37 in December) there are young drivers who will be keen to take advantage of my absence... and I will only consider a return with a competitive team."*

Some of his possible rivals feel that Emerson could be in for a surprise. *"If he tries to come back with a flat bottom turbo car, he's likely to find that it's very difficult to adapt,"* said John Watson. *"It would have been much more difficult for Niki, I believe, if he had tried to come back and stepped straight into a turbo."*

As Emerson shook hands with old friends and associates in the pit lane, others were asking if it was the desire to compete or the depressed state of the Brazilian economy which had brought him back. The Fittipaldi orange farm near Sao Paulo is productive, and the brothers still have their Mercedes truck dealership — but the price of orange juice is down, and in the month of June they sold only two trucks instead of the usual 40.



CALENDAR?

Though it is hard to believe, from experience, that the calendar just issued by FISA will remain unchanged through the year, here it is. Readers will note that the Dallas GP has been moved forward from June. Somebody remembered in time that the earlier date previously announced conflicted with the Le Mans 24 Hours. Povisional dates : Feb. 26: Rio de Janeiro. Mar. 10: Kyalami. Apr. 29: Spa. May 6: Imola. May 20: Dijon (French GP). Jun 3: Monaco. Jun 17: Montreal. Jun 24: Detroit (US GP). Jul 8: Dallas. Jul 22: Brands Hatch. Aug 5: Hockenheim. Aug 19: Osterreichring. Aug 26: Zandvoort. Sep 9: Monza. Sep 22: New York (or Miami).

To be noted by wary readers, that Zandvoort is not absolutely certain (financial reasons) and that neither New York nor Miami can be considered, yet, as absolutely firm.

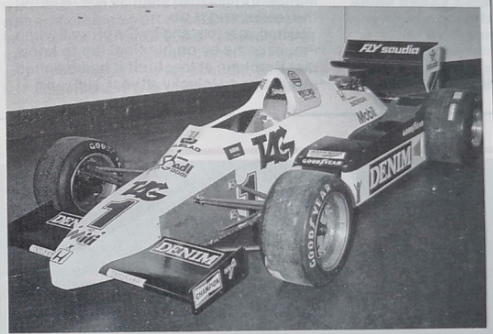
WILLIAMS–HONDA BATTLE-WAGON

The eagerly awaited Honda-engined Williams turbocar was completed in the early hours of the Wednesday before the Italian GP. Unfortunately, despite a personal promise from Frank that photos of the Donington session would be released to GPI for this issue, the only illustration released so far is a black and white "static", taken in a corner of the workshop at 2am under the personal supervision of designer Patrick Head. In his anxiety to choose an angle which would not give away any of his design's secrets, Mr Head seems to have selected the car's least flattering angle, for journalists who were privileged to see the photo at Monza were wondering aloud if the car (which has an unusual boat-like "prow" nose) was a refloated Belgrano.

Interestingly, the new car is referred to simply as the "09," without any letters of prefix. We are unable to say yet whether this is because Mr Head, out of vanity, wants it to be called "PH09," or whether Frank Williams refuses to let such an unsvelte shape carry his "FW" initials...

whether I'm going to continue with Lotus. I may know at Brands, I may know after that. I'm told that it's a question of money, how much is available, whether another sponsor can be found and so on."

The whole thing seemed a bit hard on the British driver who in fact had scored Lotus's only points this season and who had consistently, through all of the team's worst days, remained fiercely loyal to them. It also was hard to understand why John Player Special and Imperial Tobacco and a team that has been traditionally British, should turn its back on the hard-working and fiercely competitive Mansell, who had turned down a drive with Frank Williams to stay with Lotus. Could the reason be that there are personality differences between Mansell, who was very much Colin Chapman's protege at a time when Warr's influence was much less great, and Warr? Or could it be that money entered the calculations and Elio's wealthy father contributed to Elio's signing? A replacement for Mansell, to join de Angelis now that he's been miraculously restored to favour, is Derek Warwick, who was under heavy pressure at Monza to reach a quick decision on the matter.



WAR OF NERVES

We'd heard that Nigel Mansell had been told that his contract at Lotus was not to be renewed, but that Elio de Angelis had been signed. As it was fairly obvious that Mansell was having his troubles with Lotus and, more particularly, with team-manager Peter Warr, we went to ask Nigel what the situation was. He said that he was having a bit of a hard time : *"Peter won't tell me*

TRANSFER FEVER COOLS

Grand Prix racing's "silly season" of proposed driver changes took no important steps forward at Monza. If Mr Enzo Ferrari's mind works at all capriciously, it will not have escaped his attention that in the past two races the man he's been thinking of inviting to don red overalls, Alain Prost, has scored nil points. Meanwhile, the employee who would have to leave to satisy Prost's demands, René Arnoux, has stacked up 15 points.

Among the "big four" teams, therefore, it is the number two places which remain unsettled, for Nelson Piquet has now rejected Renault overtures and will sign again for Brabham when Mr Ecclestone shows him the respect (professional, and not necessarily linked to cash) which a performance like the one at Monza commands.

Patrese is unquestionably in a weak position: his lack of results at Brabham this year must in part be attributed to his lead-foot driving, and even Signor Callisto Tanzi -- who holds the purse strings at Parmalat -- has said that he doesn't intend to insist on a third year at Brabham for Riccardo.

What Signor Tanzi does insist upon, however, is the presence at Brabham of an Italian. Michele Alboreto is an obvious, available candidate (albeit, we believe, unwilling to take a back seat, even to Piquet), while other names being discussed by Ecclestone are those of Johnny Cecotto, with his acceptable Italian parentage, and "outsiders" like new Italian F3 champion Pier-Luigi Martini, who has already tested a Brabham-BMW.

Eddie Cheever's position at Renault is by no means certain at present, for he has not always managed to "run interference" for Prost when required (*eg* Monza, where he wasn't able to catch Arnoux). But Eddie's made four moves in the past four seasons: he will be anxious to hang on to his place with the Régie, whose faith could make him a race winner once he's got a season's turbo experience behind him.

It is among the "second level" teams that the most interesting manouevering is going on. Ligier (with Renault engines, remember) may now keep Jarier, teaming him with a youngster who can bring the cash required to buy his tyres. Top favourite in this department is wealthy F2 graduate Beppe Gabbiani, making a second F1 comeback despite a most dispiriting end of season in F2.

Euroracing/Alfa Romeo has been given a personal promise by Alfa President Ettore Massacesi of support for 1984 (at the expense of Alfa participation in rallies and touring car racing), and Andrea de Cesaris says it is "likely" that he will remain. He could be joined by Patrese, a fiery combination indeed: Andrea's Marlboro connections would ensure him the "number one" berth.

NELSON PICKS UP THE SCENT

First words from Gordon Murray expressed the jubilation at Brabham: "Baby, it's been a long time since Rio." For Nelson, it was a turning point: a series of mischances had cost him races he might have won. Now, luck playing no part, he showed how flawless a driver he is: how smart and with what heart. At his peak.

by Keith Botsford

An elegant essay could be written about the meaning of this 54th Italian Grand Prix, for in a sport where differences are infinitesimal and passions great, all the major figures in the championship had much to win: and as much to lose. If, for some, the thought of losing must have dominated their psycohology — and that always has to be true of the front runner, Alain Prost — then others went out there in the misty sunlight of Monza to stake their claim to any faltering the leader might do.

You had only to stand by the pit wall when Piquet came by on his final lap to know that Brabham at least felt it had reached a watershed. Unlucky all year, Nelson had finally pulled it off. As Murray said as soon as he caught his breath and wiped the elation from his face with a pint of well-deserved beer: *"I told Nelson to win at Zandvoort and he didn't obey me. That wasn't his fault. This time he was a good boy. But I knew we were going to win here. There's only so much that can go wrong in one season. In the end, it's got to come right."*

Allright, those are the sort of declarations you get at the end of the race that's been won, and won so handsomely. But there was something so utterly spontaneously joyful about the reactions of the Brabham team — up on the pit wall, over the pit wall and up in the air — that one felt, as one felt when the lovely Silvia burst into tears,

He should have won at Zandvoort: he did so easily at Monza. Between races he spent some happy times with his friends, the Brabham mechanics.
(photos: First Line and Sylvia Tamsma)

that it was all utterly genuine. It was by way of being an affirmation of what the team knew rather than simply a celebration. Of Nelson I think it can be fairly said that he was a happy man. Not sweaty, not tired, not nervy: just contented. The podium with its razzmatazz was over, so was the obligatory visit to the press room and the statement and re-statement of the obvious.

Now he was back in his transporter, peeling off his Nomex, getting down to his Y-fronts and just nattering contentedly to his mechanics, the BMW engineers who were trying to persuade him to come to Frankfurt. He thought Frankfurt was for the birds. At least for a few days. *"I know what I'm going to do,"* he said. And that was obvious.

As for BMW, that was blackmail.

He sat there on a tin box and tried to push a pin into his world championship watch. It was still running, he said pointedly: *"and you only get one when you win the championship."* To go back to Murray briefly again: *"Nelson was pretty confident about this race. He was really more worried about Riccardo than anything else. We're not running number one and number two and the last thing Nelson would have wanted was to have to race Riccardo at the end."*

With Riccardo's engine having exploded spectacularly, that was no problem. Were there, in fact, any problems at all? *"The only problem is, you see, my hands are shaking,"* he says as he continues to work diligently on the watch. *"After 52 laps here at Monza, having a shaky hand is normal."* Every little thing that he said or anyone said caused him to burst into laughter: like a man released from the long nightmare of this season, it was all joy. The old rabbit as he is known, Pierre Dupasquier from Michelin, came by to congratulate him: *"I watched with my heart in my mouth, eh? Not once did he miss a curve, not once touch the kerb. He is some driver, hein, and the Michelins are not bad?"*

ELIO DE ANGELIS

Yes, it's good to earn my first points of the season here. The car was good, just as quick as Prost's during the early stages, and I was quicker than Patrick too: I passed them both but I was always on the limit with the tyres, and when I came into the pits for my second set, they turned out to be worse than the first: I don't know why.

After the stop, I'd lost fourth place because it takes longer to warm up Pirellis than Michelins or Goodyears. So I was looking to overtake Patrick and I was 3.2s behind with eight laps to go. I thought I could catch him, but when I began to have a go, the brakes started to fade at each corner and I couldn't keep up the rhythm. So I slowed up to settle for fifth place when I lost fifth and third gears with two laps to go. I had to get the thing home using only fourth and second. It sounded as though the engine was going, I know, but all that was happening was that it was hitting the rev limiter as I tried to find out just how high it would rev in fourth gear on the straight.

But the first half was good fun, and in the second, I was desperate behind Tambay. I think it was one of the hardest races for points that I've ever had. I think Pirelli were quite pleased because they didn't expect to do well here and I think they're quite surprised. We weren't going to win, but at least we finished.

PATRICK TAMBAY

Although I had a couple of exciting moments, generally speaking my race was rather uninteresting. But Andrea de Cesaris hit me when we were coming up to the first chicane. That was the first incident. Cheever had just overtaken me, so I was the third car in a little procession: René, Cheever and I. De Cesaris came up a bit too quickly and just hit me fair and square up the back. He bent the jacking point but otherwise, I guess I was lucky that he didn't spin me or break anything vital. It was the end of his race, however.

Then, a bit later, I went across the same chicane, again without any serious damage. The problem that time was that the car was unstable under braking because I had "B" tyres on the right and type "A" tyres on the left. It was just lucky that both incidents didn't do any damage.

Cheever passed me right at the start and so did René, and after that I couldn't keep up with them. There was nothing else I could do but try and get the car home. I couldn't go any faster, it just wouldn't do it.

Gordon Murray had lamented the troubles of this year: *"When you know you've got the faster car and you can't win races for stupid reasons, that really pisses you off."* But then the tune changed and Nelson in the transporter said: *"Better than the Ferrari, better than Renault, is good!"* He's a man of few words, Nelson, but the few he uses, accompanied by a sunny smile, flashing teeth and that Indian beak (incidentally, he says he has no Indian blood), make up for it.

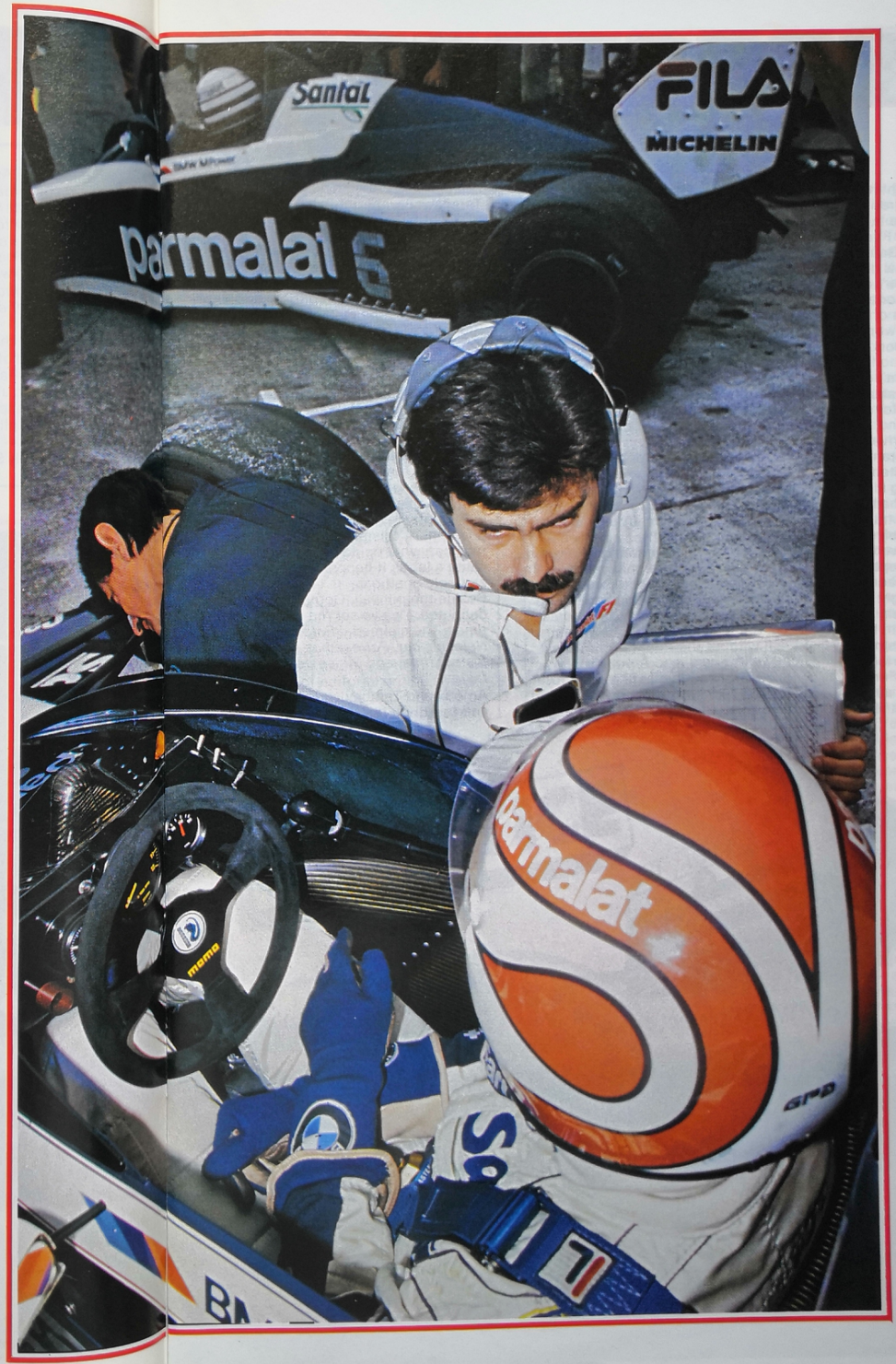
But now: *"no problems."* The championship? *"I have to think I have a chance. Two races is a lot, but they are a lot for the others too, no?"* The mood is reminiscent of Friday practice, when Piquet was on pole and Patrese was catching up fast. Nelson said, *"you know I have to be annoyed to go faster."* At which point someone suggested that Bernie ought to talk to Nelson about his money for next year. That did it. It's all laughs at Brabham. At least when things are going well.

The only difficulty Nelson would admit to was that his throttle gave him problems: *"It's so hard, but I've never complained. But then Riccardo complained, so now I can say it. Riccardo once couldn't walk for three days afterwards. When you keep it down on the floor for a whole race, it hurts. I had trouble with my foot once in Argentina and the circulation is still not good so I thought it was me to blame. But no, it's the throttle. I don't feel the foot at all."* Any other concerns during the race? *"Only that at the end, I could not let Giacomelli go past me. We weren't racing each other, but if you run behind another car, it gets too hot, so I prefer to run ahead of him."*

So the future looks clean, calm and entirely possible.

"Renault and Ferrari have an edge on reliability," he says. *"They have years of experience. We have only two years, but I think we are better in engineering, better organized and we have a better team."*

That's probably as long a speech as you're going to get from one happy tired young man: he's won the championship once, he knows what's involved, he's sure of himself, and Monza gave us the pick of Piquet.



Nelson Piquet had won only one race so far this year, the season-opener in Rio, where the Brabham BT52 was being raced for the first time. But hard work and consistent results — the mark of a champion — have enabled him to keep Prost and Arnoux in his sights as he aims for a second title. (photo: First Line)

KEKE'S COLUMN

I'm not going to bore you with all the details of why the Monza stewards hauled me in front of them after the race to give me a bollocking for crossing the "Patrese" line after the start. The matter is presently "sub judice," because Frank is appealing against their decision to penalise me by one minute and fine me 2000 dollars.

Apart from that, Monza wasn't too bad a race for us in "class B." The car was much better suited to the track than at Zandvoort, for although the FW08 can't handle slow corners when it's set up for fast turns, the only slow corners at Monza are a couple of the chicanes — and most people seem to tackle those by riding over the kerbs these days. They didn't do that when they had ground effects and skirts to protect !

I was disappointed to read in several continental papers that our first test with the Honda-engined Williams "09" had been a disaster, because the truth is that it was a big success. We had a minor overheating problem,quickly cured by cutting holes in fibreglass, and then we did 50 very useful laps of Donington Park. I'm told that my best lap was faster than anyone's ever been around Donington with a flat-bottom car.

The times genuinely surprised me, especially finding that I was 2.2 seconds faster than Jonathan Palmer, the newly crowned European F2 champion, who was doing some more testing with the FW08 which Frank will be letting him drive in the European GP at Brands Hatch next week. In fact I wasn't aware of the extra speed of the turbocar, although I think that will probably change when we start using "qualifying" boost and get some softer tyres.

My first impression of the engine was its smoothness. It ticks over without so much as tremor, quite a contrast with the Cosworth, and it's rather nice to be rushing down the road without having to worry about your eyeballs being shaken out of your head.

Throttle lag ? Yes, at present it's quite bad, because the transition between the engine being a 1500cc non-turbo and suddenly developing into a zillion horsepower monster is very sudden. I don't think it made me slower at Donington, because I found that I was sub-consciously adapting to it within only two or three laps. But it needs to have some more work done to it by our friendly Japanese engineers.

Frank and Patrick are being secretive about the Honda's first race. Personally I expect us to be taking two of them to Kyalami, where we'll really need a turbo. So, if Brands is to be the last race for the FW08, let's pray for rain. Jacques and I reckon we could be in with a chance if it's wet...

KEKE ROSBERG

PRACTICE

Friday morning might have been as dull and grey as any other day at Monza but for the fact it was the Friday before the Italian Grand Prix, so that in spite of the low cloud, this motor racing 'high temple' took on a gay and colourful aspect. For all around the circuit, thousands of the notorious *tifosi* had come to worship, cheer and wave flags of support for the Prancing Horse, Ferrari.

On the other hand, Prost wasn't so happy. He'd been booed and abused when he'd visited the circuit for private testing a few weeks earlier, and appeared worried when he arrived at the circuit. Some mentally deranged maniacs had sent him a threatening letter and Renault were taking it seriously. Three bodyguards had been hired, men who had had their training during François Mitterrand's election campaign. Two of them followed Alain everywhere, while the third slept outside his room in case someone tried to blow him up in the night.

De Cesaris confirmed his recent form at Monza in private testing with fastest time in the first unofficial session, but the Italians cared little for the local team. They only had eyes for Ferrari. Every time a Ferrari went out, applause and cheers would come from the grandstands opposite the pits. As for the Ferrari's rivals, Renault and Brabham, they would be greeted by catcalls and whistles. But things started off on the wrong foot for the championship leader. That wasn't because of the crowd, to whom he paid little attention, nor because of the mistake he'd made two weeks earlier in Holland, which could have grave consequences. No, the little Frenchman face, decorated with three day's growth, was glum because his Renault was suddenly off-form.

"The engines are down-on-power, lazy. They don't rev quickly and don't reach maximum revs; that applies to my race car and the spare. Added to this, it seems that the cars have no grip. This means that coming out of corners and onto a straight, what with no grip and no revs, we're drastically slow down the straight."

In the morning, Prost was only seventh fastest, and made up only one place in the afternoon's qualifying session, ending up just behind teammate Cheever. It allowed the fans to direct their enthusiasm towards the home team without the threat of the black and yellow cars, and Arnoux's 1m 30.799s had the flags waving for the first 15 minutes. Then Piquet shut them up with a 1m 30.380s in the spare car. Arnoux, Patrese, de Cesaris and Tambay all went out to try and beat the time but by mid-session, all that the Ferraris had managed to do was to slot themselves into second and third spots. That was better than Prost who had used up both sets of qualifiers and then took over the spare to try and find out what was the matter with the Renaults. These problems allowed Patrese, briefly outlawed by his own countrymen (as had been any other Italian driver), to silence the crowd with a 1m 30.253s, good enough for pole position. Such is the fervour directed to the Prancing Horse that this was actually one of the quietest moments of the day in the public areas. But there were still 20 minutes of practice left and late in the session, Bernie Ecclestone got Nelson Piquet sufficiently revved up to try for pole position. At this stage, he was in his race car; what could he do in that? Quite a lot as it happened: 1m 30.202s and pole position.

Beside the pit wall, Gordon Murray was delighted: *"we've set the fastest three times,"* he claimed. *"Pole position with Nelson's car, Patrese has set second fastest time, and the spare car is third fastest."*

Arnoux and Tambay were in fact, third and fourth on the time sheet, in front of de Cesaris, and you had to go back to 16th on the grid to find the first normally aspirated engined car. This was driven by Keke Rosberg, but the big surprise was that it was only a few hundredths quicker than Ghinzani's Osella-Alfa Romeo. After earlier test sessions, the team engineers knew that Michelin race tyres would be quicker than qualifiers, something of which Guy Ligier was unaware. At the other end of the scale from Piercarlo was Stefan Johansson who wasn't having the best of days. His Spirit-Honda broke an engine in the morning session, and the same happened with the spare within a few laps in the afternoon.

He was one of the provisonal non-qualifiers, and the next day, the sky was so overcast that one feared it might rain, which would have delighted Kenny Acheson (24th on Friday) but not Stefan. However, the rain stayed away and the sky even cleared a little. Consequently, it seemed as though half of Italy had descended on the Monza Parco. The crowd was larger and even more enthusiastic than the previous day; the traffic jams were bigger and slower, and the press, with full pages of editorial on the Grand Prix, and television with resumes of each practice session, encouraged even more fans to pack the roads to Monza. Of course, they only came to see Ferrari, Arnoux and Tambay. Alfa Romeos, Patrese, Osellas, de Angelis, de Cesaris, Baldi, Alboreto and Giacomelli (whose birthday it was) might just as well have come from China, such was their fan following.

On Saturday morning. Tambay aroused patriotic spirits by setting fastest time ahead of the two Lotuses which benefitted from new Pirellis and a revised set-up. Patrick set his time in the spare car having spun his race car and bent a steering arm at the first chicane. Also parked out on the circuit but not far from the pits was Arnoux's car with a broken turbo, and now it seemed like a good idea to drag them back. So the clerk of the course stopped the session for exactly that reason, although some cynics suspected a certain amount of jingoism in his actions.

At one in the afternoon, everyone was crowding the fences and stands for the final assault on the grid. Few of those in the public areas could have cared for Prost's feelings, but the still unshaven Frenchman was indeed worried, scarcely assuaged by setting fifth fastest time by the end of practice. *"I had a new engine this morning, and this afternoon, they changed the exchangers and turbos but the engine still isn't right; it's lazy and the car is very violent to drive which makes it very difficult as well. It's impossible to set it up for both fast corners and tight ones. If you take off downforce, it's all over the place in the chicanes: understeer and oversteer. If you wind it back on again, you lose straight line speed."*

Which meant that pole position was a two horse race between Ferrari and Brabham. The English team, from the previous day's position of strength, decided to wait, and let the Ferraris attack. Tambay was the first to go, but it wasn't until he'd fitted his second set of qualifiers that he improved, and his 1m 29.650s set the stands alight. The fans began to chant the name of Ferrari like soccer fans at an English cup final. There was still half an hour left when the BMW engines in the Brabhams were started. The cheers for Ferrari changed to jeers and whistles as the Parmalat-sponsored cars took to the track. Patrese improved, but not enough, while Piquet's engine wouldn't rev. The Scuderia looked in a strong position when Piquet took over the spare and that car's engine weakened. But then Patrese went out and set the ideal lap with no traffic: 1m 29.122s at an average speed of 145.578 mph on his second set of qualifiers.

Silence reigned in the spectator areas, and consternation grew when it was announced that Piquet was to try and join his teammate on the front row of the grid. But the chequered flag saved Italy: Nelson was unable to complete a timed lap before the end of the session. So his best was still that of the previous afternoon, good enough for fourth fastest. So Patrese was on pole, only the second of his career, the first being at Long Beach in 1981. Only four other drivers failed to improve, amongst them Ghinzani who didn't go out at all as his Osella had broken an engine in the morning and it couldn't be changed in time. Fortunately for him, he had still qualified thanks to his previous day's time. However, there were those who hadn't qualified: Boesel, Laffite and Acheson, all seperated by less than a tenth of a second. For the Ulsterman, it was the closest he'd come to qualifying, and for the Frenchman, it was the second non-qualification of his career, the first being at Monaco in 1975, in a Williams... Jacques had spent most of practice testing Goodyear radial tyres and when he came to fit cross-plies on which to qualify, he found they were of different size and required a different set-up. Hopefully, the new Williams-Honda 09 will prevent a repeat performance.

Didier Braillon

THE RACE

Right from the start it had promised to be a Brabham victory. Even though Patrese's engine lasted only a couple of laps, Piquet's sister car looked like a winner — and proved to be so even though the Brazilian later had to reduce turbo boost to overcome a minor overheating worry. His nearest rival, Prost, retired with his first Renault mechanical failure of the year.

THE RACE

1. From pole position, Patrese made the best start and led Piquet on lap one. On the second lap, his engine broke, perhaps because he'd over-revved it during the morning warm-up. He returned to the pits in a great cloud of smoke, confirming his form as being the unluckiest driver of the season.
(Photo: B. Asset)

2. Piquet had a comfortable lead when, a couple of laps after Patrese's blow-up, the second major incident of the race occurred. De Cesaris was following Arnoux, Cheever and Tambay when he missed his braking point and thumped into back of Tambay, the Italian's Alfa went into a spin and seriously delayed Prost. Our photograph shows the Alfa as it gets out of line.
(Photo: First Line)

3. Prost locked his brakes in trying to avoid hitting de Cesaris, and was in only sixth place when he pitted for refuelling on the 26th lap. But he already knew that his Renault was the victim of mechanical problems: he'd slowed a few hundred yards before his pit stop and a final lap confirmed his worst fears. For the second race, running, he failed to score any points.
(Photo: First Line)

4. De Angelis drove an inspired race, holding fourth place from the 14th to the 23rd lap. He dropped back a place after the pit stops, but went on to score his first championship points of the season, disappointingly late considering the promise shown by the Lotus-Renault 94T. Mansell eventually finished eighth, further confirming Lotus reliability.
(Photo: First Line)

The race began as it ended: dominated by a Brabham. When the flag dropped, it was no surprise to see at least one Brabham draw away into the lead. Piquet dropped in behind his teammate, and when the lead car expired in a cloud of smoke from a broken turbo on the third lap, Piquet was left with what was already a comfortable lead.

But Patrese's retirement wasn't the only one in those hectic, emotion-filled early laps. Lauda made an early stop with brake trouble, and De Cesaris went off the road after a bump with Tambay at the first chicane, embedding his Alfa in the sand. On the way to his sandy end, happily he didn't do any serious damage to the Ferrari. Within another lap, Baldi had pulled out of seventh place with a blown engine, so both Alfas were out, and Marlboro's only competitive involvement was Watson who was already well within the top ten.

By this stage, lap five, there was at least a semblance of order. Piquet was steadily drawing away, although the sight of oil and smoke from Patrese's engine had caused him to turn down the boost. Behind him came Arnoux, who had overtaken teammate Tambay on the second lap. Cheever, after a superb start had also overtaken Tambay while Prost was fifth being challenged by De Angelis. Warwick had Watson close behind, while Mansell and Winkelhock completed the top ten. Johansson and Ghinzani were two more casualties and Watson wasn't to last much longer.
If Piquet seemed to stretch his lead, then the battle for second place was intensifying. At 12 laps, Piquet had a seven second lead, but Cheever was all over Arnoux's Ferrari. This latter battle wasn't to last, and Cheever soon began to drop away. Behind them, however, a new battle was emerging. De Angelis had overtaken Prost, and was moving up on Tambay. The Italian clearly had the measure of the Renault but would the same be true of the Ferrari? The answer proved to be Yes.

By lap 14, the Lotus-Renault was in fourth place and Tambay could do little about it. Even so, Lotus-Renault, Ferrari and Prost's Renault remained closely in touch until the pit stops began.
First to stop was De Angelis, already on the limit with his Pirellis, preceded by Cheever and followed by Prost. But the championship leader was slowing before he'd even got to the pits. Clearly there was something seriously wrong, although after fuel and had been added and tyres changed in a longish 15 seconds, the car went out again, still at a reduced rate. After half a lap, it was obviously all over for the Renault, and it pulled out with a broken turbo.
Piquet, in fact, was the last to stop, and he was also the quickest: with twenty laps to go, he was already a massive 25 seconds in the lead. If the pit stops had allowed Piquet to pull away, they also allowed Cheever to close up on Arnoux, and one waited for a battle to the chequered flag. Instead, Cheever struck trouble with fourth gear and began to drop away from Arnoux. The two of them had at one time looked as though they might be catching the leader. From 25 seconds, the lead had dropped to 15.5s on the 41st lap, but there was in fact no cause for alarm: it was simply Piquet taking precautions. He'd experienced some overheating and had eased up in the hope of saving his engine. So, when he took the chequered flag 10.2s ahead of Arnoux, he had the situation well in hand.
Cheever settled for third place and Tambay, despite a second worrying moment, ended up fourth. De Angelis had been overtaken by Tambay during the pit stops (he'd had to spend more time waiting for his tyres to warm up), and furthermore, the second set hadn't been so good. But as he began to catch Tambay, so the brakes began to fade and Elio had to settle for fifth place and his first championship points of 1983. He was lucky to have an appreciable buffer to the next man as he lost a couple of gears two laps from home. The Lotus was also the first of a little clutch of unfancied Pirelli runners, for Warwick's Toleman claimed another point and Giacomelli followed him home, only, it seems, because he had less regard for his compatriots' lives than Mansell. The Lotus driver eased up as swarms of Italians invaded the track while the Lotus and Toleman where still racing, and he lost his seventh place to Bruno as a result.
Fastest of 'class B' was Keke Rosberg, but he suffered a minute penalty (and a two-thousand dollar fine) for crossing the white line (introduced after the start to prevent a repeat of the Peterson accident) and this meant that Jarier finished ninth for Ligier and first non-turbo.

Bob Constanduros

THE RACE

5. Cheever became the Regie's front runner once Prost had been delayed and then retired. The American driver had his best result of the season, holding third place from the third lap having overtaken Tambay. He threatened Arnoux after the pit stops, but then droped back for a safe third place.
(Photo: DPPI)

6. No one could do anything about Piquet. Neither Arnoux nor Cheever seemed to have the slightest hope of catching him and the Brabham-BMW held a comfortable lead throughout, although it did shrink towards the end when Nelson suffered overheating. However, he never appeared threatened.
(Photo: DPPI)

7. Piquet first, Arnoux second and Cheever third: the final order actually tightened up the world championship race, particularly with Tambay in fourth place. Prost remains on 51 points after retiring; Arnoux is just two points behind him; Piquet has moved up to 46 points, and Tambay has 41. The final two Grands Prix, at Brands Hatch and Kyalami, are going to be fantastic.
(Photo: B. Asset)

8. The race has ended, it's time to go home, unless you're one of the tifosi in which case you have to pay hommage to your home team. The waving of the chequered flag signalled a remarkable invasion of the track, and it would have extended to wild scenes in the paddock, but for the sensible idea of keeping the whole place under lock and key.
(Photo: DPPI)

Monza statistics

GRAN PREMIO D'ITALIA

Date: 11 September 1983
Circuit: Monza
Circuit lenght: 5.80 km (3.60 miles)
Race distance: 52 laps, 301.60 km (187.40 miles)
Weather: Sunny and warm
Race attendance: 200,000

RECENT WINNERS

1978 : Niki Lauda (Brabham Alfa Romeo BT46)
1979 : Jody Scheckter (Ferrari 312T)
1980 : Nelson Piquet (Brabham Ford BT49)
1981 : Alain Prost (Renault RE30)
1982: René Arnoux (Renault RE30B)

STARTING GRID

Patrese **Brabham BT52-BMW** **1'29"122 (2)**	Tambay Ferrari 126C3 1'29"650 (2)
Arnoux Ferrari 126C3 1'29"901 (2)	Piquet Brabham BT52-BMW 1'30"202 (1)
Prost Renault RE40 1'31"144 (2)	De Cesaris Alfa Romeo 183T 1'31"272 (2)
Cheever Renault RE40 1'31"564 (2)	De Angelis Lotus 94T-Renault 1'31"628 (2)
Winkelhock ATS-D6-BMW 1'31"959 (2)	Baldi Alfa Romeo 183T 1'32"407 (1)
Mansell Lotus 94T-Renault 1'32"423 (2)	Warwick Toleman TG183B-Hart 1'32"677 (2)
Lauda McLaren MP4-1E-TAG 1'33"133 (2)	Giacomelli Toleman TG183B-Hart 1'33"384 (2)
Watson McLaren MP4-1E-TAG 1'34"705 (2)	Rosberg Williams FW08C-Cosworth 1'35"291 (2)
Johansson Spirit 201C-Honda 1'35"483 (2)	Boutsen Arrows A6-Cosworth 1'35"624 (2)
Jarier Ligier JS21-Cosworth 1'36"220 (2)	Surer Arrows A6-Cosworth 1'36"435 (2)
Guerrero Theodore 183-Cosworth 1'36"619 (2)	Sullivan Tyrrell 011-Cosworth 1'36"644 (2)
Ghinzani Osella FA1E-Alfa Romeo 1'36"647 (1)	Alboreto Tyrrell 012-Cosworth 1'36"788 (1)
Fabi Osella FA1E-Alfa Romeo 1'36"834 (2)	Cecotto Theodore 183-Cosworth 1'37"105 (1)

Did not qualify:
Boesel/Ligier JS21-Cosworth, 1'37"186 (2)
Laffite/Williams FW08C-Cosworth, 1'37"245 (2)
Acheson/RAM 01-Cosworth, 1'37"272 (2)

WORLD CHAMPIONSHIP OF DRIVERS

(After the Brazilian, Long Beach, French, San Marino, Monaco, Belgian, Detroit, Canadian, British, German, Austrian, Dutch and Italian Grands Prix).

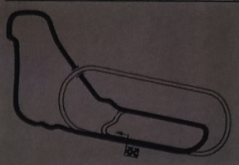
														Total
1. Prost	—	—	9	6	4	9	—	2	9	3	9	—	—	51
2. Arnoux	—	4	—	4	—	—	—	9	2	9	6	9	6	49
3. Piquet	9	—	6	—	6	3	3	—	6	—	4	—	9	46
4. Tambay	2	—	3	9	3	6	—	4	4	—	—	6	3	40
5. Rosberg	—	—	2	3	9	2	6	3	—	—	—	—	—	25
6. Watson	—	9	—	2	—	—	4	1	—	2	—	4	—	22
7. Cheever	—	—	4	—	—	4	—	6	—	—	3	—	4	21
8. Lauda	4	6	—	—	—	—	—	—	1	—	1	—	—	12
9. Laffite	3	3	1	—	—	1	2	—	—	1	—	—	—	11
10. Alboreto	—	—	—	—	—	—	9	—	—	—	1	—	—	10
11. De Cesaris	—	—	—	—	—	—	—	—	—	6	—	—	—	6
Mansell	—	—	—	—	—	—	1	—	3	—	2	—	—	6
13. Patrese	—	—	—	—	—	—	—	—	—	4	—	—	—	4
Surer	1	2	—	1	—	—	—	—	—	—	—	—	—	4
Warwick	—	—	—	—	—	—	—	—	—	—	—	3	1	4
16. Baldi	—	—	—	—	1	—	—	—	—	—	—	2	—	3
17. Sullivan	—	—	—	—	2	—	—	—	—	—	—	—	—	2
De Angelis	—	—	—	—	—	—	—	—	—	—	—	—	2	2
19. Cecotto	—	1	—	—	—	—	—	—	—	—	—	—	—	1

RESULT

1. Piquet/Brabham BT52-BMW. 52 laps, 301,61 km (187.40 miles) in 1 h 23'10"888, average speed 217,55 km/h (135.20 mph).

2. Arnoux	Ferrari 126C3	11"204' behind
3. Cheever	Renault RE40	18"604' behind
4. Tambay	Ferrari 126C3	29"015' behind
5. De Angelis	Lotus 94T Renault	53"672' behind
6. Warwick	Toleman TG183-Hart	1'13"914' behind
7. Giacomelli	Toleman TG183-Hart	1'33"914' behind
8. Mansell	Lotus 94T T-Renault	1 lap behind
9. Jarier	Ligier JS21 Cosworth	1 lap behind
10. Surer	Arrows A6 Cosworth	1 lap behind
11. Rosberg*	Williams FW08-Cosworth	1 behind
12. Cecotto	Theodore N183-Cosworth	2 laps behind
13. Guerrero	Theodore N183-Cosworth	2 laps behind

(* includes one minute penalty)



PROVISIONAL POSITIONS IN THE CONSTRUCTORS' WORLD CHAMPIONSHIP

1. Ferrari 89 pts; 2. Renault 72 pts; 3. Brabham 50 pts; 4. Williams 36 pts; 5. McLaren 34 pts; 6. Tyrrell 12 pts; 7. Alfa Romeo 9 pts; 8. Lotus 8 pts; 9. Arrows 4 pts; 10. Toleman 4 pts; 11. Theodore 1 pt.

PRACTICE TIMES

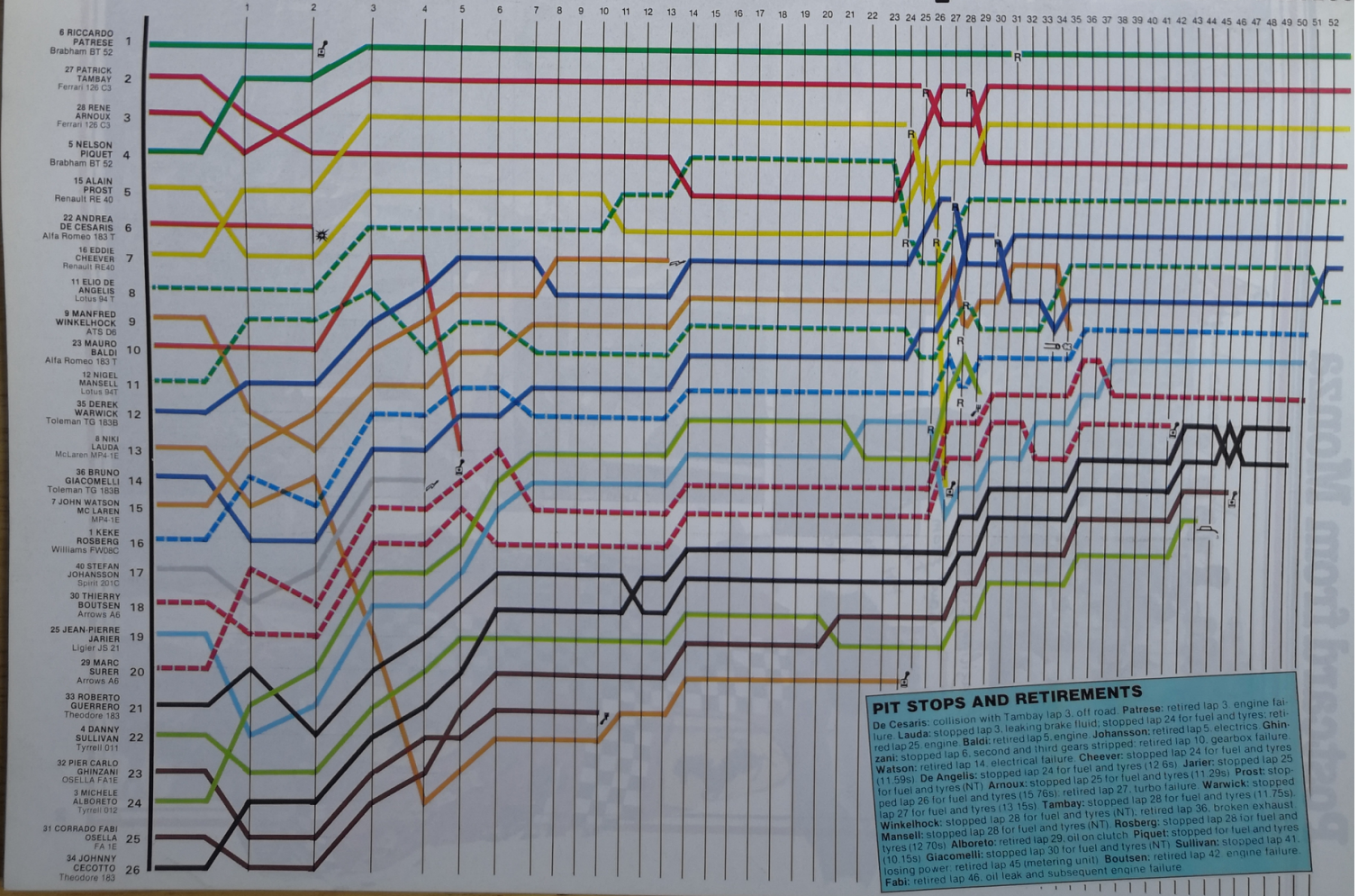
	Unofficial practice 1	Official practice 1	Unofficial practice 2	Official practice 2	Maximum Speed	Warm-up Sunday
1. Rosberg	1'37"027	1'36"631	1'35"318	**1'35"291**	275,4	1'37"290
2. Laffite	1'38"734	1'37"277	1'37"989	**1'37"245**	276,4	———
3. Alboreto	1'36"727	**1'36"788**	1'37"454	1'37"319	272,0	1'38"235
4. Sullivan	1'38"052	1'37"565	1'37"843	**1'36"644**	283,1	1'39"806
5. Piquet	1'32"288	**1'30"202**	1'33"067	1'30"475	305,7	1'33"617
6. Patrese	1'34"000	1'30"253	1'33"139	**1'29"122**	303,6	1'33"265
7. Watson	1'35"782	1'35"928	1'33"921	**1'34"705**	303,3	1'34"547
8. Lauda	1'35"444	1'33"190	1'37"166	**1'33"133**	303,1	1'38"749
9. Winkelhock	1'35"676	1'34"161	1'35"960	**1'31"959**	287,6	1'36"357
11. De Angelis	1'35"320	1'32"590	1'32"746	**1'31"628**	291,6	1'33"378
12. Mansell	1'32"651	1'34"610	1'32"625	**1'32"423**	288,1	1'35"419
15. Prost	1'33"388	1'32"244	1'33"902	**1'31"144**	290,7	1'33"227
16. Cheever	1'32"452	1'31"613	1'33"489	**1'31"564**	293,5	1'34"354
17. Acheson	1'39"799	1'37"755	1'38"738	**1'37"272**	265,8	———
22. De Cesaris	1'32"054	1'31"295	1'34"525	**1'31"272**	296,3	1'34"439
23. Baldi	1'32"805	**1'32"407**	1'34"225	1'32"593	294,4	1'38"317
25. Jarier	1'36"700	1'37"270	1'35"981	**1'36"220**	265,5	1'38"385
26. Boesel	1'38"723	1'37"798	1'37"701	**1'37"186**	266,4	———
27. Tambay	1'32"479	1'31"036	1'32"258	**1'29"650**	297,6	1'35"230
28. Arnoux	1'32"666	1'30"799	1'33"518	**1'29"901**	298,4	1'34"759
29. Surer	1'37"167	1'36"796	1'38"978	**1'36"435**	269,7	1'38"891
30. Boutsen	1'37"395	1'36"968	1'37"280	**1'35"624**	270,5	1'38"900
31. Fabi	1'39"448	1'38"577	1'37"357	**1'36"834**	272,5	1'41"115
32. Ghinzani	1'37"051	**1'36"647**	1'38"341	———	277,0	1'40"436
33. Guerrero	1'38"600	1'37"677	1'37"362	**1'36"619**	266,6	1'39"213
34. Cecotto	1'36"681	**1'37"105**	1'37"732	1'37"634	287,1	1'39"593
35. Warwick	1'33"446	1'33"738	1'34"718	**1'32"677**	286,7	1'35"157
36. Giacomelli	1'35"208	1'35"489	1'36"932	**1'33"384**	285,6	1'38"341
40. Johansson	1'39"536	1'37"826	1'37"055	**1'35"483**	293,0	1'38"346

NB: Maximum speeds (in km/h) were taken at the end of the start/finish straight by Longines/Olivetti equipment. The speed given is the fastest achieved by each car in the course of the two officially timed sessions.

THEIR FASTEST RACE LAPS

Piquet	1'34"431 (20)
Arnoux	1'34"592 (15)
Cheever	1'34"644 (09)
De Angelis	1'34"735 (11)
Prost	1'34"871 (24)
Tambay	1'34"886 (25)
Mansell	1'35"035 (43)
Watson	1'35"022 (13)
Giacomelli	1'35"130 (51)
Warwick	1'35"588 (17)
Winkelhock	1'35"853 (18)
Baldi	1'36"398 (04)
Jarier	1'36"567 (41)
Rosberg	1'36"987 (43)
Lauda	1'37"132 (08)
Surer	1'37"585 (41)
Alboreto	1'37"828 (16)
Johansson	1'37"965 (03)
Cecotto	1'38"412 (40)
Guerrero	1'38"444 (42)
Boutsen	1'38"476 (26)
Fabi	1'39"334 (35)
Sullivan	1'39"516 (34)
Ghinzani	*1'40"271 (04)*
Patrese	*no time*
De Cesaris	*no time*

nde - Lap by lap - Giro per giro - Runde um runde - Tour par tour - Vuelta a vuelta


1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52
6 RICCARDO PATRESE Brabham BT 52 1
27 PATRICK TAMBAY Ferrari 126 C3 2
28 RENE ARNOUX Ferrari 126 C3 3
5 NELSON PIQUET Brabham BT 52 4
15 ALAIN PROST Renault RE 40 5
22 ANDREA DE CESARIS Alfa Romeo 183 T 6
16 EDDIE CHEEVER Renault RE40 7
11 ELIO DE ANGELIS Lotus 94 T 8
9 MANFRED WINKELHOCK ATS D6 9
23 MAURO BALDI Alfa Romeo 183 T 10
12 NIGEL MANSELL Lotus 94T 11
35 DEREK WARWICK Toleman TG 183B 12
8 NIKI LAUDA McLaren MP4-1E 13
36 BRUNO GIACOMELLI Toleman TG 183B 14
7 JOHN WATSON MC LAREN MP4-1E 15
1 KEKE ROSBERG Williams FW08C 16
40 STEFAN JOHANSSON Spirit 201C 17
30 THIERRY BOUTSEN Arrows A6 18
25 JEAN-PIERRE JARIER Ligier JS 21 19
29 MARC SURER Arrows A6 20
33 ROBERTO GUERRERO Theodore 183 21
4 DANNY SULLIVAN Tyrrell 011 22
32 PIER CARLO GHINZANI OSELLA FA1E 23
3 MICHELE ALBORETO Tyrrell 012 24
31 CORRADO FABI OSELLA FA 1E 25
34 JOHNNY CECOTTO Theodore 183 26

PIT STOPS AND RETIREMENTS

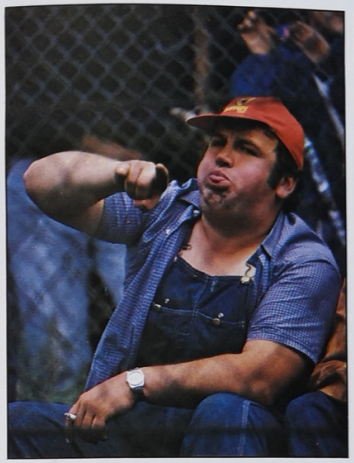
De Cesaris: collision with Tambay lap 3, off road. **Patrese:** retired lap 3, engine failure. **Lauda:** stopped lap 3, leaking brake fluid; stopped lap 24 for fuel and tyres; retired lap 25, engine. **Baldi:** retired lap 5, engine. **Johansson:** retired lap 5, electrics. **Ghinzani:** stopped lap 6, second and third gears stripped; retired lap 10, gearbox failure. **Watson:** retired lap 14, electrical failure. **Cheever:** stopped lap 24 for fuel and tyres (11.59s). **Jarier:** stopped lap 24 for fuel and tyres (12 6s). **De Angelis:** stopped lap 25 for fuel and tyres (11.29s). **Prost:** stopped lap 25 for fuel and tyres (NT). **Arnoux:** stopped lap 25 for fuel and tyres (11.29s). **Warwick:** stopped lap 26 for fuel and tyres (15.76s); retired lap 27, turbo failure. **Winkelhock:** stopped lap 27 for fuel and tyres (13.15s). **Tambay:** stopped lap 28 for fuel and tyres (11.75s). **Mansell:** stopped lap 28 for fuel and tyres (NT); retired lap 36, broken exhaust. **Rosberg:** stopped lap 28 for fuel and tyres (NT). **Surer:** stopped lap 28 for fuel and tyres (12.70s). **Alboreto:** retired lap 29, oil on clutch. **Piquet:** stopped for fuel and tyres (10.15s). **Giacomelli:** stopped lap 30 for fuel and tyres (NT). **Sullivan:** stopped lap 41, losing power; retired lap 45 (metering unit). **Boutsen:** retired lap 42, engine failure. **Fabi:** retired lap 46, oil leak and subsequent engine failure.

Postcard from Monza

Not even Brazilian coffee could save Raul from a DNQ

Gilles busts: all in the worst possible taste

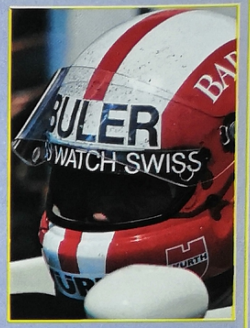
An insult for Prost... and cheers for Arnoux



Dammit, I dropped my lunchbox

Best view in the place

MARC SURER



A Grand Prix driver from a country where motor racing is banned is already a contradiction in itself. But there are more contradictions to Marc Surer as the 1983 season draws to a close. As a person he is shy. On the track, he displays more brio than most of his rivals. And off the track, he displays a contradictory image too: the archetypal racing driver in his powerful BMW M1, who then returns to his house in the country where he keeps horses and makes gates and bannisters for his house. But beneath this contradictory character is a man who knows what he wants from motor racing, and who manages his life with care.

by Bob Constanduros

(photos: Winter)

When one watches Marc Surer struggling with some reluctant Formula One machine, dragging the misfiring beast home across the finishing line, one can't help but feel respect for him. Two dreadful accidents, both at Kyalami, have interrupted his Formula One career yet on each occasion, he has bounced back to win more and more respect. At the beginning of the 1983 season, he again displayed the tenacity which one associates with one of motor racing's perennial hard-done-by, hard triers.

But those early season races in the under-financed Arrows team may well have been forgotten now. A flash of that early promise appeared at Zandvoort, where his car was fastest of the normally-aspirated machines, but for the previous five races, there had been little to cheer about. What had happened to Marc since Belgium, coincidentally the beginning of the Surer - Boutsen partnership?

Marc sees it as merely a period of bad luck. *"We suddenly began to have problems that we hadn't had before. Twice I broke the gearbox at the start, in Belgium and Montreal. And I picked up a sign in Detroit which went into the radiator and the engine overheated. These were three races in which we had a very good chance, especially Detroit where I should have been in the first three as I was fastest Cosworth car in practice. So we began to have*

bad luck, which was surprising as the car had been running like a Swiss watch at the start of the season. I just didn't have any motivation at Silverstone - I might have had if I'd had a faster car, and I had a misfire at both Hockenheim and in Austria. Suddenly, I've started to have problems, which is why it seems that I've dropped back."

Of course, with the advent of the faster circuits, all the Cosworth-powered cars have been much less favoured, but has the arrival of new teammate Thierry Boutsen contributed to rivalry which has cost Marc time? "No, our rivalry is quite healthy, in that we get on well together, we go out to

eat together: no problems at all. When you're in the car, it's inevitable that you try and beat the other guy, but you don't need the same kind of rivalry out of the car. If we do ever have a problem, it will be because the press has made a big thing out of it, but fortunately that hasn't happened yet."

Those who know Marc maintain respect for him, not only for his persistence and determination from those two appalling accidents, but also because he likes driving, and is always determined to finish at all costs. But in case either we or he should ever forget those accidents, there are persistent reminders. At Brands Hatch, for example, he reminded us of when he was racing the ATS in a Grand Prix, and suddenly a jolt against the monocoque caused the screws holding his broken leg together to burst through the skin! "It was like an electric shock," was his comment.

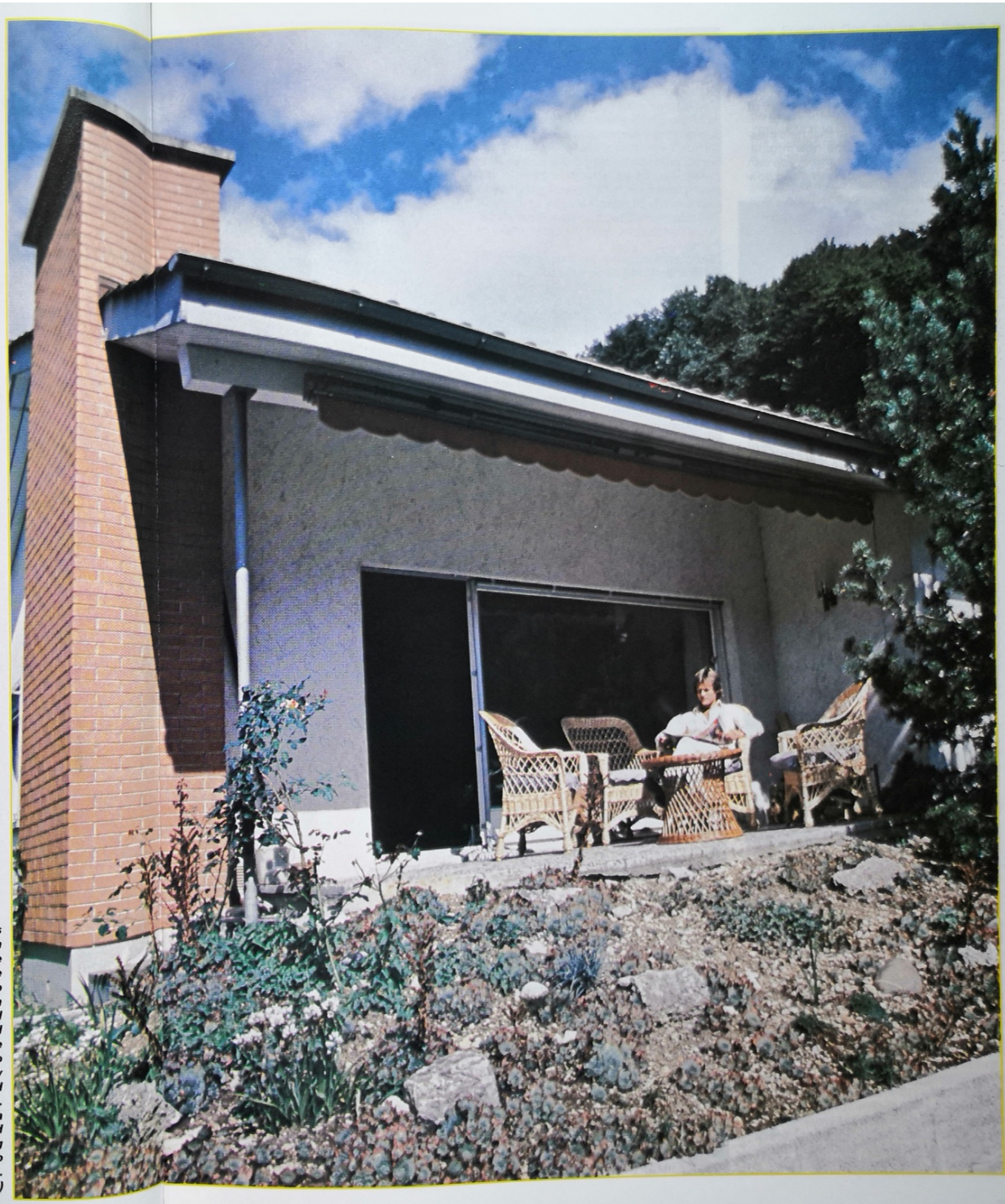
And he will never forget those accidents. "I'm reminded of them every morning when I get up. I sit on the edge of the bed and bend my feet to get them working because they're always a bit stiff and cramped. After a few exercises, I can walk OK. And I feel the weather a bit as well, a bit like an old man. I get a pain in the ankle one day, and I don't know why. And the next day, the weather has changed.

"Fortunately, it doesn't create any problems when I'm driving, although it did for a while. I couldn't exercise too much because I got sore ankles, but then I got tired legs in the races instead. I built a special go-kart with shock absorbers on the pedals so that I had to push and pull the pedals, and that helped to build up my strength. I can run on soft ground, but not on hard, and anyway, that's only pushing. I needed my machine to develop the muscles to pull as well as push."

Marc's determination shows through not only in his efforts to overcome injuries but in his behaviour on the track. He is the Formula's hard-trier, who will carry the car across the line if need be. But on occasions, such determination is rewarded, at Monaco two years ago for example, where a misfire was virtually jerking Marc's head off, but he won a point in the end. "It's something that's in-built," says Marc. "I want to finish. Even if it's only got three wheels, providing the engine is still running, I want to finish. I think every racing driver should have that attitude. Of course, sometimes it works against you. At Silverstone I finished last. I was thinking that maybe I should come in to change tyres - which I don't believe would have helped anyway - but instead I stayed out and looked stupid. So probably coming in and having an excuse would have been better."

Equally, Marc actually enjoys driving, and if he can't get enough racing in Formula One, then he's happy to go off and drive something else. "I don't believe Formula One is everything. It's the highest class of racing but racing a saloon car, for example, can be more fun because it's easier. I like to drive a car with power, to balance it on the throttle. Maybe that's why I'm good in the wet. I'm doing two rallies this year, the first was the Gottard rally in a Renault 5 turbo, and the second is the Rally du Vin, Switzerland's biggest rally. The Renault doesn't really have enough power for me to control it on the throttle, except on the loose, but I'm hoping to get a Lancia for the second rally.

"I'm happy to do this sort of thing - to see if I'm any good at rallying - because I like driving, and I don't do a lot of testing. If I had a Williams drive, for instance, and had to do all the testing that Rosberg does, then maybe I wouldn't do anything else. But rallying for me is a challenge and I like driving. I think many Formula One drivers could be good at rallying. I'm just scared of fog and bad conditions - you have to be experienced to believe your co-driver when he tells you to go flat for 500 meters in fog. If you earn a lot of money in Formula One and you have to drive a lot anyway, why should you do something at which you can only lose?" →



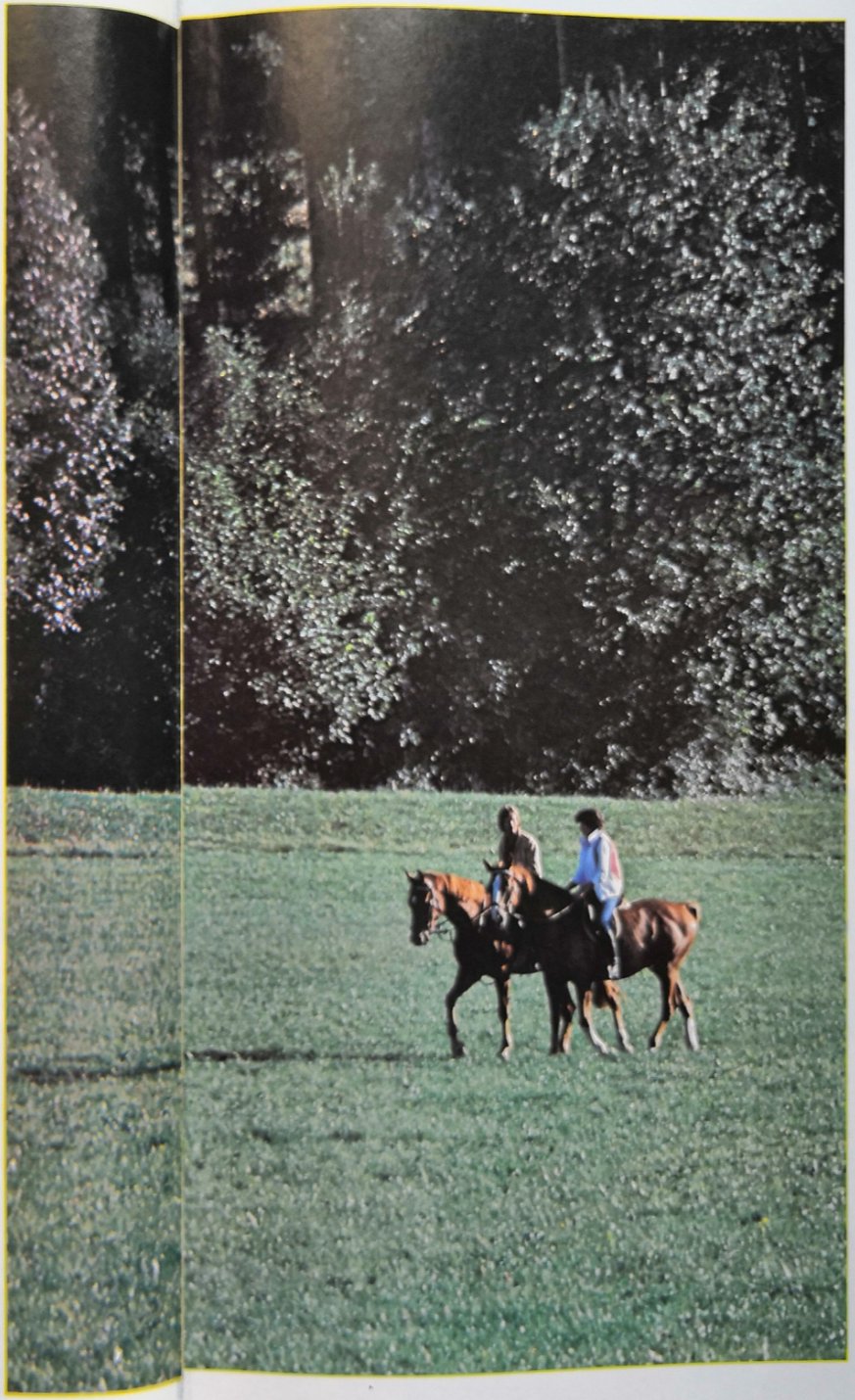
Switzerland is more than banker's paradise full of chocolate factories. It's also the country which has produced some big-hearted racing drivers like Jo Siffert, Silvio Moser, Clay Regazzoni and now Marc Surer. Strange that a country opposed to motor racing should be so blessed... (photos: Winter)

But Marc doesn't do much testing, and ever since Ford pulled out of their Group C programme, his life has been relatively uncluttered. Group C, he feels, is too dominated by Porsche, and he's still contracted to Ford anyway, so his chances of racing there are not great.
But it's no surprise to hear that he's pleased with the Formula One new regulations. *"If the car doesn't handle, you can do something with it. The only thing now*

is that they have to limit the power of the turbo engines, because otherwise, all they'll do is put massive wings on cars and turbo will probably be quicker than wing cars, just because they have so much power. FISA must stop this with some Indy-type restrictor regulation. Equally, the smaller teams will have a problem because even if they do get a turbo, they can't wind up the boost like the big teams. That way, you end up in a cloud of smoke with no money!"
Marc's love of driving isn't helped by the fact that he's Swiss and now lives in the hills on the Basle-Bern motorway, around 30 kilometers from Basle. There is no motor racing in Switzerland and apart from his two rallies, Marc must leave Switzerland to practise his chosen profession. Indeed, he has only recently returned home after living in various flats in Liech-

tenstein, Munich and Kidlington, England. *"But you get tired of living out of a suitcase, and after all, a lot of people try to get into Switzerland, so why should I leave? The tax isn't too bad, and everything works. When you send a letter, you know it's going to arrive the next day, you tend to appreciate things like that about your own country, especially when you're living abroad. It's nice to come home.*
"But there are other advantages. People know where to reach me. All my personal sponsors are from Germany or Switzerland, and they know I'm not too far away for me to do promotional work. It was always a problem before, because every time anyone wanted to discuss anything, they had to buy me a ticket first, and it's more than £200, London - Zurich..."
Being Swiss has its advantages, and disadvantages. *"I'm a star in Switzerland,"* says Marc. *"That's the good news. The bad news is that Switzerland is too small. Companies aren't big enough to pay for full Formula One budgets. It isn't difficult for me to get personal deals, but it's very difficult for me to find big money. Big Swiss companies are conservative. They prefer to put an advertisement in the newspapers or on TV, knowing that a certain number of people are going to see it. The traditional Swiss companies and chemical companies don't like taking risks or trying new things.*
"Furthermore, with no motor racing in Switzerland, companies are basically sending their money out of the country. All they get is TV which comes back into Switzerland and a picture in the newspaper. It would be different if we had motor racing in this country. I've never really thought of the Swiss Grand Prix as being a real Swiss Grand Prix, although it wouldn't have been hard to find a sponsor for it. Otherwise, it's more like a second or third French Grand Prix. But in other ways, Swiss people are very enthusiastic about motor racing - probably because we don't have any!"
But being a star in a sport banned in his home country doesn't mean that Marc has a quiet life. He does at least a day's promotional work a week, and is searching for sponsors for the team. As well as *GPI*,

Arrows have had Barclay, Leonardo's, Louis de Poortere among their sponsors, and Marc has been involved in both the Barclay and Leonardo's deals, although he admits that it's Jackie Oliver who does all the sponsor chasing. But being a good Swiss, Marc also has a good business head on his shoulders. He nearly had a big sponsorship deal with Buler for Arrows. They remain personal sponsors, and he's very shrewd with his private money. *"I want to start businesses now so that I don't have to worry in the future. I always start those businesses with a partner, so I can let him run it and that way I don't have the day to day worries. It's early days yet but I have a trading company with a friend of mine, buying and selling almost anything and import/export, and then I have a shop selling leather clothing with my own brand name plus odd motor racing souvenirs, and finally I've just started a company called Car Style which prepares cars visually, you know, like the AMG stuff for Mercedes except we'll make it for any car. And I've invested money in my parents farm, where I keep my horses, it's good to invest money in property."*
It sounds as though Marc hasn't an extravagance in the world, but he is one of the rare Formula One drivers to live up to everyone's image of a racing driver: driving a flash sports car into the F1 paddocks instead of the more common Mercedes or private plane. Marc does have a desire to fly, but in helicopters. However, he holds himself firmly in check when it comes to this little extravagance. *"I think it's wasting money,"* he says. *"If you have a licence, you buy a helicopter, and then you think it's too small so you buy a bigger one and you end up spending all your money on helicopters. You have to invest your money in safer things."*
So instead of dropping in to a circuit in his own helicopter, Marc drives himself in another investment, his BMW M1. This is no demonstration of a playboy tendency, however, but simply a nostalgic personal investment. *"I enjoy driving it, but right now I'm driving a Ford Sierra XR4 because I want to conserve the M1. I bought it because I helped develop it. I did about 10,000 kilometers road car testing with the M1 for BMW. I've got a personal link with this car, and I wanted one for myself. It's fast, has good fuel consumption, and people move over for you on motorways. The trouble is, I love driving it, but I'm meant to be saving it as an investment. I've got a Porsche 944 as well, but nothing compares to the M1."*
Happily, BMW still remember that Marc was one of their Junior team members when he raced their March 782s in Formula Two — and later became F2 champion — and saloons in Group Five. Marc desperately needs a turbo for next year, and he's confident of getting one. *"I think I left a good impression at the beginning of the season, even though it might have been too early. I'm not worried about getting a good drive for next year. If they get a BMW turbo, then I'll stay with Arrows, and I think there's a fairly good chance of that happenning. I still have good contacts with BMW, and I think that will help. But contacts doesn't mean contracts. All the same, it's good that someone is interested.*
"I think the Arrows team is very good on detail, and I think they can solve the problems that you're likely to get with a turbo: detail problems rather than basic problems."
Until then, Marc has a season to finish, one that he says is *"my best yet. And I haven't broken my legs."* Being contracted to Ford means some IMSA GTP races at the end of the year *"but not between Formula One races. There isn't the time to go to the States, and it's too important a part of the season anyway."* And then there are the horses to be ridden, and his metalwork, his former profession which he continues as a hobby in a workshop at his home.
Progress has been slow over the past few years, not helped by those painful accidents in South Africa. But Marc is now looking for the pay-off. *"I paid for Formula One having two accidents and having pain every morning. Now I think I should earn. I really want to earn. I'm 32 next month and I think I can race until I'm 40 at the maximum. As long as I enjoy racing and as long as I make progress, then I'll carry on racing. If I ever have to get into a bad car just to stay in Formula One, then I'll probably quit. Now I'm trying very hard to get the right equipment for next year - and get good results."* □



Between races there's ironwork to be done and the horses to be exercised with a little help: for Marc Surer, getting away from a circuit atmosphere is all-important. Now a veteran of some stirring drives with unrated machinery, he feels he's more than ready to join a team that will give him a chance of winning. (photos: Winter)

TURBO TIME FOR JOHN

So far this season, he's been one of the doubtiest practitioners of the "atmospheric" arts, threatening -- in recent races -- to give the Cosworth 3-litre yet another lease of life. At Monza, however, John Watson came to the startline with a turbo behind him for the first time in a career which now stretches back over 149 championship GPs. After 13 laps, when he was holding a worthy 7th place behind Prost, something went very wrong (his engineer said "electrics") with the promising and powerful German V6. (photos: First Line)

An astonishing photo from First Line, taken on an overcast afternoon with the help of a flashgun, shows Patrick Tambay's face under tension. It is 1.28 pm, halfway through Saturday's final qualifying, and the Frenchman has just set fastest time: within minutes, pole was to be snatched away from him by Patrese...

HONOUR AT STAKE

In a rear-guard action which lasted from start to finish, Theodore team-mates Johnny Cecotto (34) and Roberto Guerrero put every ounce of their considerable abilities into a stirring race battle at Monza. Eventually it was Venezuela's former 350 bike world champion who just managed to hold off Colombia's four-wheel hero, albeit for 12th place, which hardly reflects their efforts.
(photos : DPPI and B. Asset)

PAWING THE TURF

With Patrese having just blown his engine, Piquet, Arnoux, Cheever and Tambay are now disputing the lead as they brake for the chicane at the start of lap 3. De Cesaris, alas, has made an unsuccessful outbraking move against the second Ferrari, bouncing off it and into a sand trap. In avoiding the Alfa, Prost has to brake so hard that he flat-spots his Renault's front left tyre, starting a vibration which will last until his pit stop – but not much longer.
(photos: First Line)

NATIVE CUNNING

Piercarlo Ghinzani discovered that his Osella-Alfa Romeo V12 was faster round his local circuit on hard "race" rubber than it was on "quallies." Taking advantage of this peculiarity, he was able to set an amazingly quick time on Friday, when he was 17th fastest overall and only a couple of hundredths slower than Rosberg. A blown engine prevented a repeat performance on Saturday, but naturally he had qualified easily already.

(Lorenzo Ramaciotti)

GATHERING GLOOM

Grey skies on Friday, grey skies on Saturday: it was an oddly dull atmosphere which gripped the ancient Monza speedbowl throughout qualifying. As the racing cars, super-boosted for the ultimate fast qualifying lap, burst through the dank morning mist, the partisan crowds made no secret of their preferences: even if they were driven by Frenchmen, the red Ferraris commanded their loyalty over the home-grown aces. What a stark contrast it was between the gloomy weather and the heated, pent-up emotions of Monza's noisy tifosi... (Photos: DPPI)

DOWN IN THE MOUTH

In testing, kids had dropped pebbles from the footbridges into the path of his car. Before the race, they'd sent threatening letters to his home. Alain Prost knew well in advance that Monza would not be easy, and when he arrived he acquired two impressive "gorillas" (bodyguards). They'd learned the ropes with Mitterrand during France's most recent presidential election, yet they managed to combine courtesy with firmness when anyone tried to get too close to their charge. They said they felt naked, however: they'd been told to leave their side-arms at home...

(photos: DPPI and Asset)

MIRACLES OF PASSION

FISA president Balestre made no bones about the matter: "if anything untoward occurs during the race, such as rocks or bottles finding their way on the track," he warned the Italian organisers, "then your Grand Prix will not count for the world championship." From his hideaway at Maranello, Enzo Ferrari felt equally duty-bound to appeal to the better instincts of the fans. Amazingly, the warnings seemed to have been heeded, for the race was run under comparatively normal conditions, allowing Brabham, Ferrari and Renault to throw everything they'd got into the vital, titanic battle that was to be the Italian GP. (Photos: DPPI)

NOT A QUITTER

By profession John Macdonald is a car dealer. But his ruling passion is Grand Prix racing. Success has yet to come his way, but doggedness is a traditionally British virtue. (photos: Winter and GPI file)

The RAM-March team has qualified for only one of this year's world championship Grands Prix. John Macdonald, who controls the destiny of the tiny British team, is well aware that with this record it is unlikely that he'll be back in F1 next year. Yet he's determined to make his name in the sport, despite a history of disappointments.

by Mike Doodson

There are some races which a man remembers more clearly than others. For team managers whose cars are at the "classy" end of the grid, the memorable days are those of triumph, victory and glory, the occasions when months of hard work are suitably rewarded as their mechanics surge over the pit barrier to greet their driver. Invariably, a day like that ensures another year's sponsorship, a more favourable attitude from the tyre supplier, and (in these days of escalating engine costs) an approving eye from whoever is in charge of the turbo you need for next year.

There are no memories like that in Formula 1 for John Macdonald of the RAM-March team. Since he re-formed March at the beginning of 1981, Macdonald's cars have failed to score a single world championship point. The major sponsor (Rothmans cigarettes) which was attracted early last year, promising three years of financial support, with drew after only 20 weeks with the team. In a desperately ill-judged attempt to persuade Rothmans to stay with him, Macdonald switched from Pirelli to Avon tyres just before the crucial Monaco GP last year. These decisions, furthermore, were his alone, for although the "new" March Grand Prix Ltd was formed in association with several well-known names from the past, including Robin Herd of March Engineering Ltd, Macdonald very soon went his own way.

On the surface, Macdonald is a hard, unsmiling man whose reputation — however inaccurate — precedes him. There are sinister stories of associations with the less savoury elements in the North London second-hand car trade, of threats to

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drivers whose sponsorship payments are late in arriving, even of an underhand business relationship with that other "graduate" of the used car business, Mr Bernard Ecclestone.

In reality, Macdonald is much more gentle than his image. He's a conscientious employer, well aware of his responsibilities to the 18 souls who work for him at the March facility in Bicester, and he has a sense of humour which is unfortunately comprehensible only to those who can decipher the subtleties of the North London vocabulary in which he expresses himself so well.

He can also be an emotional man. The day that Macdonald remembers most clearly in his Formula 1 career was not one of glory, not even of minor achievement, but of abject failure. It was in the pits at Buenos Aires in April 1981, the afternoon before the Argentine Grand Prix, and both his drivers (Daly and Salazar) had just failed to qualify. As he admits, he had just discovered how difficult Grand Prix racing can be. Sitting in the shade at the back of his garage he sank his head in his hands, not in self-pity but in frustration. And he revealed the human side of his character which shows that he's not as hard-bitten as some might imagine, for his first thoughts went out to his crew. *"They work 18 hours a day — and then the car fails to qualify. But I'm not going to be beaten : one day I shall have a car that wins a Grand Prix, and nothing will stop me from doing it..."* Fine words, of course, and possibly the sheer expense of running turbos will now prevent Macdonald from keeping his promise, but somehow one suspects that he will eventually make the grade in one way or another.

The first thing to know about Macdonald is that he's not a quitter. Racing has cost him more money than it's paid him, yet he's always managed to recoup his losses. *"I've been in the motor business since I left school at 16,"* he says, *"and I've been in it ever since. Most of the people that I consider to be my friends are in the car business, and since what I do at March probably occupies only 80 per cent of my time, I spend the other 20 per cent wheeling and dealing, doing the things I've always done. I am totally committed to March — as I have been since 1980 — but car dealing is something that you never leave."*

More than once, the car dealing has paid the wages of the race mechanics, just as it paid for Macdonald own racing career. *"I started like most English drivers, in club racing. During my first year, 1970, I had a Ford Anglia with a twin-cam 1000cc BRM (ex-F2) engine which I raced against people like Roger Williamson. It was Roger who won the championship that year, but I won a lot of races against competitive people, and the class lap record which I set at Thruxton wasn't beaten for four years.*

"But I was always interested in single-seater cars. I have a tremendous memory for races, and I'd watched some of the great 1-litre Formula 3 races, with drivers like Chris Irwin and Roy Pike, so I'd always wanted to do F3 myself. Eventually, in 1971, I got my hands on a March 713 — which was a complete disaster. The formula had just changed, and I started off with a BRM-prepared engine, a dreadful thing, and it wasn't until I bought a Vegantune motor that things came right. I remember the first day I ran with that engine, in practice for an international race at Silverstone, and on the grid I was in front of people like Jabouille and Depailler and Tony Brise."

That race ended prematurely *("in the bank")*, but F3 driver Macdonald continued for another two years, without much to show in the way of results, until he retired from F3 at end of 1972. *"When I look at what happened to some of the other guys, maybe I should have kept going, because I might have done something (as a driver). But then I wouldn't be doing what I am now !"*

If Macdonald's story so far (car dealing, club saloon racing, low-key F3 career) sounds familiar, it's worth recalling that it follows exactly the example set by one F.O. (Frank) Williams, four or five years Macdonald's senior. A common thread in the careers of the two wheeler-dealers was to emerge in 1974, when an innocent-looking Australian, himself an ex-F3 driver with an eye for a good deal in second-hand cars, came on to the scene. His name was Alan Jones.

"I was heavily involved in the garage business at our place in Willesden (North London)," recalls Macdonald, *"and I traded the Ford Escort which I'd used for a couple of races to another dealer for a Chevron B24. Then Jonesy came along with a Chevy engine of his own, we put it in the Chevron, and we were off racing in Formula 5000. He was immediately running 5th or 4th, and that's how I started as an entrant."*

With a good reputation for car preparation, not to mention his promising young driver, Macdonald and his RAM Racing team looked set for a satisfying future. Before long they were the happy recipients of the Cosworth-developed V6 Ford "stock block" engine with which Ford was hoping to beat the Chevrolets in F 5000. *"Jonesy had led or won almost every race that year, all for very little money, but he was off to the States for 1976,"* recalls Macdonald, *"so I had to start looking for something else."*

Almost without thinking about what was involved, Macdonald made an agreement with a virtually unknown Swiss driver, Loris Kessel, to buy two ex-works Brabham BT44B chassis from Bernie Ecclestone (whose team was switching to Alfa Romeo 12-cylinder power) and run them on a restricted budget in the European GPs throughout 1976. Perhaps he had under-estimated what was involved, for in 1975 a rival car dealer from North London had sucessfully run a third Brabham BT44 for John Watson. But there was no doubt that Macdonald had hopelessly misjudged his capacity to compete with the best teams in racing.

Kessel was clearly not a potential world champion, but it was his (or his sponsors') money which was paying for the show. With Kessel consistently failing to qualify the smart Brabham, for the German GP at the Nurburgring, Macdonald attempted to replace him with Rolf Stommelen, only to find that Kessel had obtained a court order on the cars. Arriving at the circuit, the entire RAM team was impounded by a bailiff.

The German court released the cars and truck on condition that Kessel would be

The rewards of a successful business are considerable... and they are ploughed back into racing. That's how another racing entrepreneur named Williams got his start. (photos: Winter)

allowed to race again, and although the team had missed the German GP, they were able to set off for the next, at Zandvoort. There, without going into too many details, RAM Racing disappeared one night, materialising back in England where the court and the bailiff had no jurisdiction. *"Maybe at the time it wasn't very sporting,"* confesses Macdonald, *"but Barclays Bank didn't see it that way. They wanted their fifty grand back, and when you owe that amount of money, there's only one thing to do, and that's try to survive."*

For the time being it was the end of RAM Racing in F1. *"I was on an ego trip,"* Macdonald confesses : *"I thought it was going to be easy. Instead of doing the job I had been paid to do, I had ambitions of becoming a Tyrrell or an Ecclestone. The inside*

story is that Kessel hadn't made his payments on time, and instead of stopping we continued. I took all the wrong advice, while Kessel did the right thing, after we'd dropped him, and went to his lawyer. I wound up with nothing, because I had to sell everything to pay off the debts. I had to repay Kessel 36,000 pounds, which cost me three years of my life and a lot of sweat and work at Willesden." It was not until 1980 that Macdonald could even consider a return to Grand Prix racing.

Instead, he ran ex-works Williams for Emilio de Villota and Eliseo Salazar in the British "Aurora" national F1 championship. They started from pole position in every race and won eight rounds (from twelve), a sufficiently encouraging result to make him feel that he was ready to tackle the heights again. But the new March team, a separate company from Herd's March Engineering Ltd, had aimed its sights too high.

The cars were overweight, their aerodynamic prowess didn't match that of the top teams (the ones with their own wind tunnels), and Herd lost interest after his "partner" Macdonald had said some tough things about him to the Press. *"I was wrong to put all the blame on Herd,"* he now says : *"there's no doubt that he's a brilliant engineer. But I felt justified at the time, because I was the one standing in the pits in Argentina. Looking back on it, I think that (Derek) Daly was the wrong choice of number 1 driver for us. Herd had wanted Teo Fabi, and we tested them both at Goodwood : Daly looked sharp when he was driving, while Fabi looked slow. But in fact his times were the same as Daly's".*

For 1982, March signed Raul Boesel (with Brazilian money) and was then able to announce the big deal with Rothmans, which involved the recruitment of Rothmans-supported Jochen Mass. For the first time in his F1 career, Macdonald had the budget to match the major teams, enabling him to sign a promising young engineer (Adrian Reynard) and to bring the complement of staff at the Bicester factory up to 43 people. *"We prematurely sold them (Rothmans) the idea that yes, we could be a winner. The money was excellent. They were very good to us in their dealings. But I think there was a lot of political manoeuvering within the company, which is why it stopped after 20 weeks. Of course there was also a lot of pressure from outside, jealousy from other teams that would have been happy to have had Rothmans supporting them. And big companies like Rothmans don't want to start at the back. I must say, though, that I admire companies like John Player and Marlboro, who have stuck with Lotus and McLaren even when things weren't going right, often for several years in a row. And look at Frank, who's had sponsors stay with him since he re-started in 1977..."*

The comparison with Frank Williams is one that Macdonald likes to make. *"As Frank told me : 'if you want to do something, then get up and bloody well do it.' Like him, I've struggled and heaved and pushed and pulled."* Only the keenest fans now remember the seven years that Williams spent at the "wrong" end of the grid, even losing his original team (to Walter Wolf) in the process, but it's obviously encouragement to Macdonald.

Nor does he accept the suggestion that his past drivers (Kessel, Daly, Salazar, Boesel, Schlesser, Acheson *et al*) are not in the class that Williams chose when he had race winners like Laffite and Carlos Pace on his payroll. *"I would like to be able to choose my own drivers, of course. As it is, I have to use drivers with a budget, and we don't always do that right. Look at (Jean-Louis) Schlesser, who signed a contract with us for the whole of this year : he got his two races with us for free. I think I can spot good drivers, and I have given some of them a chance. Stefan Johansson was given two or three test days at Silverstone by us, long before he was being considered for F1. Thierry Boutsen, too... but you don't hear about that when everyone is calling you a 'wanker' behind your back."*

Strangely, of the many drivers that have passed through Macdonald's hands, the one that he considers to have been the most promising was an Australian contemporary of Jones, Bruce Allison. *"Bruce had raced in America with Jones, and he arrived here with a Chevron that he'd bought from the VDS team. He had a few problems with the preparation of the car, so he asked us to help, and eventually we were running the car for him, for two seasons. I think that Bruce was even more aggressive than Jones at the beginning, and braver. Unfortunately he couldn't handle the fact that he hadn't been given the opportunity earlier, and although he won the Grovewood Award (as the 'most promising driver of the year from the British Commonwealth'), he went home to Brisbane to become a businessman. One of the great regrets of my life is that he didn't continue to the top."*

Having dispelled the accusation that he can't pick good drivers. Macdonald is equally anxious to deny that he has anything other than a normal business relationship with Ecclestone. *"People seem to think that Ecclestone is some sort of godfather to me, which is unfounded. He has helped me in the years when I've tried to do Formula 1, and he did help me financially with the payments for the Brabhams that I bought from him for the season with Kessel, but no more. I think he appreciates the fact that I'm trying to get on in F1 : maybe I remind him of his own beginnings..."*

Valuable as that kind of help can be, it doesn't compensate for the chronic lack of sponsorship going the way of the smaller teams like March. This year Macdonald has struggled through the season on a total budget of 425,000 dollars, *"probably just enough to pay for the free lunch bill at Renault"*, as one wag has suggested. He has learned the hard way that it's foolishness to spend more than you're receiving. *"OK, we've qualified for only one GP this year, but we're not ashamed of what we do, because it's the best job that we can put together, to the best of our ability. Nobody in my team needs to be ashamed of his work...*

"The money which (Kenny) Acheson has brought will see us through to the end of the year. He's come to us because the deal is right and he thinks that he can do the job. I think we're giving him excellent value for money. Maybe we've realised in the last couple of races that his engines aren't as good as they could be, but for Monza he will have had a Cosworth DFY.

"I want to continue in F1. Make no mistake, though the way that it's going financially, it's not going to be easy. Next year, the customers for turbo engines like the Alfa Romeo or the BMW will be facing bills of 40,000 pounds just to buy an engine, plus rebuilds : there can't be many sponsors who will be able to afford the sort of bills that will be coming in. Can you imagine ? Six million dollars just to run a two-car team ?"

At that price, the chances of John Macdonald and RAM-March — or any of the other teams at the "wrong" end of the grid — look pretty remote for 1984. Nevertheless, Grand Prix racing needs men like Macdonald, hard workers with a vision of a future where a "good little 'un" has at least a chance of beating a "good big 'un." And the wheeling and dealing over the contracts for next year has not been completed.

Until it is, don't write off John Macdonald.

Only one of this year's four RAM-March drivers (Chilean Eliseo Salazar) has managed to qualify for a Grand Prix, at Long Beach. Others who have tried to do the same were Jean-Louis Schlesser, Jacques Villeneuve and now Kenny Acheson, all (so far) without success.

EXTRA, EXTRA

THE LONG WAIT

"I think I've been doing a reasonably good job so far in 1983: I hope that people have noticed. Several times this year I've had the ATS up in the top six, but it's always broken down before the end of the race. I suppose it's not really surprising that people talk about our technical troubles more than they do about our speed."

Manfred Winkelhock had just set 9th fastest practice time at Monza -- and that's a normal sort of performance for him and the yellow ATS-BMW. He'd already stepped out of his red overalls and was suddenly surrounded by his mechanics as they prepared for lunch. It was getting difficult to escape the attentions of the *tifosi*, who had somehow found a way of infiltrating a paddock area that was, in theory, forbidden territory except to those with business to be there.

This year's ATS record, when you look at it, is far from positive: not a single point has been scored by the small band of privateers under the supervision of its unloved (perhaps "unknown" would be a better epithet) leader, the independently-minded Gunther Schmid.

As Manfred points out, *"everything was new for this season, both in the organisation of the team and, of course, with the turbocharged engine. It was a completely new experience for all of us, starting from a different base-line. The ATS D6 has already proved that it's a competitive car: all it needs is to become reliable, and we're working on that."*

Squeezing reliability out of a car with an engine as sophisticated as the BMW turbo in the ATS requires both expertise and cash. *"For three GPs up to Osterreichring,"* Wilkelhock reveals, *"just to give you one example, we were having an overheating problem with the car. It took us three races to get it sorted out, whereas one of the top teams with a big budget would have done it in a couple of days, during testing. We're not more stupid than the others, it's just that we're weaker on the technical and financial side of things, and we can't afford to go testing between races. And you know as well as I do that it's almost impossible to get to the bottom of a problem with a racing car unless you can go testing with it."*

The gap between the ATS and the similarly-powered works Brabham of Riccardo Patrese on pole position at Monza was 2.8 seconds. That's a lot of ground to make up, especially when you're not sure whether it's the fault of the engine or the chassis.

"Definitely not the engine," snaps Winkelhock. He looks you unswervingly in the eye, states his case in measured, convincing tone. This man clearly wants you to know that he means what he's said, that he's no idle gossiper. It's the practical, positive side of his German nature.

"There's virtually no difference between our engines and the ones that BMW gives to Brabham, except that sometimes they get bigger turbo units for qualifying purposes only. That's not where they have an advantage, though ; it's because Brabham can afford to wind up the boost and take the risk of blowing an engine. We can't afford to do that, because we have to pay for any damage.

"Since the beginning of the year, in fact, we've only damaged three cylinder blocks: one was a major blow-up, but the other two were only top end failures. On the other hand, we've had far too many turbocharger failures, about a dozen, in fact, which have had to be thrown straight into the trash. As I said, though, we get good engines... and the years that I spent with BMW in the Junior team have helped us at the factory.

"On the chassis side things have not gone so well. What with all the reliability problems we've been having, more often than not we've had to forget about getting the handling sorted because we've been so busy sorting out the engine side of things. As a result, the suspension geometry and other settings tend to be a matter of guesswork. We're gradually getting there, however: before you can water the garden you have to find a watering can that doesn't leak".

With Gustav Brunner still in hospital following his pit lane accident in Holland, we asked, is that yet another problem?

"No, Gustav's absence at this race hasn't been a handicap. So far, touch wood, we haven't had any major problems, and since we've now discovered how the car works I am able to set things up in accordance with the settings that Gustav worked out for us before his accident. For some time already he's been working on a new D7 chassis: he's full of bright ideas for sorting out the problems we've been having with the D6."

The way Manfred talks, you'd think that his future with ATS in 1984 was already sorted out, without a hint of the disputes which he had when Schmid wanted to fire him at the beginning of last month:

"The German press was banging on about our rows, about Johnny Cecotto or Stefan Bellof joining the team, even about a second car for some of the races. But I know enough about the people at BMW and the details of the contract between BMW, Gunther and me not to be frightened by all the stories of my imminent dismissal. When the manure really hit the ventilator I had a long chat with Gunther at Hockenheim. Everything was sorted out. Since then everything's calmed right down. Schmid can be a difficult person to deal with because he's a tough businessman, someone who doesn't like to be put on one side. But he and I are made the same way: in the end we agreed to get on with things and work together in harmony."

Both the Toleman and Arrows teams have started negotiations with Winkelhock for 1984, both for his ability in the car and for the valuable BMW contacts that he would be able to bring as part of the package deal with a new team.

"I shall stay with BMW, that's for sure, but there are lots of possibilities to be looked into. However, I'm not prepared to make any sort of commitment until I've heard from Gunther what his plans are likely to be. It's a matter of loyalty and honour between us..."

One ambition that not even Manfred can hide, however, is what may be no more than a crazy dream: the possibility that he will find a place with Brabham, *"because Gordon Murray is a fantastic engineer... and also because they've got enough money invested in that team to ensure that everything works to perfection."*

Meanwhile, his only wish is to have the yellow-and-black ATS carry him all the way to the finish of a GP and give him the championship points which he craves. And not even the Italian GP was destined to give him that...

Didier Braillon

EXTRA, EXTRA

SAVE A LIFE, LOSE A BUCK

Security arrangements in the paddock at Monza this year correctly anticipated a level of hysteria among the Ferrari-crazed mob which would have made an impression on an Ayatollah's suicide squad. The paddock itself was successfully sealed off after the race, so successfully in fact that John Watson would have been torn to pieces by the guards' French-trained Alsatians if some fans hadn't identified him to the trainers.

Laudable though the organisers' efforts were to guard the drivers and team members, something will surely have to be done to protect the Monza *tifosi* from themselves. Bruno Giacomelli was still hard on the heels of Nigel Mansell in a close scrap for 7 th place as they came out of the final "Parabolica" turn on their last lap -- straight into a couple of hundred demented enthusiasts.

"It was bloody madness," said Nigel: *"I had to back off to avoid hitting one of those idiots. Bruno decided to keep his foot down, so he passed me. As far as I'm concerned he can have 7th place: it was better than having a body in the cockpit with me."*

Nowhere in the world do race fans abandon common sense to the same extent as those at Monza. Spikes, barbed wire and high fences seem to have no deterrent effect, and they flood heedless on to the track even when, as was the case this year, the race is still in progress. Mansell was understandably horrified: *"there was no way I was going to risk getting mixed up with those animals,"* he said, and no sooner had he crossed the line than he did a quick 180 degree turn and drove back to the pit lane, blipping his engine to warn the speed-crazies that they were risking broken ankles if they didn't move aside. Monza without the fans would not be the same place, but securing the track from invasion must now be a matter of the very highest priority to the circuit owners if the fatal accident which Mansell feared is not to take place in the near future.

Lotus team manager Peter Warr took a rather different view of his driver's action as he enjoyed a beer with his mechanics at Linate airport while waiting for their return flight to England. *"By backing off, Nigel didn't just lose us one place in the race,"* he complained: *"he cost us 3000 dollars, which is the difference in prize money between 7th and 8th places."* We suggest that on this one occasion, maybe, the driver was the better judge of the situation than his boss.

Mike Doodson

FUN ALL THE WAY

"I don't think I've ever enjoyed a race more," said Eddie Cheever in the Renault motor-home: between his obvious pleasure and squeezing fruit into his mouth, the popular Eddie was obviously finding life very much worth living. He'd had a splendid race from start to finish, but his involment had been mainly with René Arnoux, whom he harried and harassed as through he, rather than Arnoux, were chasing the championship.

"It wouldn't ever have been easy to pass René, and I'm not sure I could have, but with ten laps left I could have had two or three goes at him. You never know, you might be lucky, he might make a mistake. So you don't give up."

Sometimes it looked like Eddie was trying to climb right up over the Ferrari. *"I was close a lot of time,"* he said. *"And once I was just too close to him. I locked up all four brakes twice. The Ferrari was quick on the straight and I was quick in the corners. I was gaining thirty or forty yards on every corner. On the straights, they wouldn't disappear but I couldn't get close enough. Once I almost got by René on the straight. In fact, I made a mistake: he was thinking about the world championship and I wasn't. I had a mental edge on him that I wasn't using. But even if I had got by him, he would have passed me again."*

Interesting to hear that Eddie did not have championship thoughts. Surely the tactic would be for him to try to push the Ferrari back a place and conserve two valuable points for Prost's ever-more-fragile-looking lead? *"Absolutely not. Of course it entered my mind, but I would only do it properly. I don't think it would be right to risk putting out someone who is trying for the world championship. I don't think that makes me soft, it just means I know what's at stake and I like to do things right."*

Not tactics, then? *"No. Not because René was in a Ferrari or because I'm driving for Renault, but because he was the car in front of me. If anything, I was more careful than I would have been otherwise. If he and I were on equal points, I might have been a little more reckless than I was. But as he had a chance for the championship, I wouldn't be the one to spoil it for him. If I'm quicker than him, then I go by him: but if I have to really risk, risk, then No."*

Eddie's race, however, was not just a joust with Arnoux. It was a controlled effort that started with a fine start: not as spectacular as at Zandvoort, but no less effective: *"I knew that if I didn't get at least into the front two cars at the chicane, I would lose touch with the leading group.*

"So de Cesaris got off to a bad start and Arnoux too: there was just enough room, enough of a hole for one car to get through. I got through, actually in front of Arnoux. I didn't think he was going to go on the inside but he did, and he put me in a bad position for the corner, so I only just managed to come out of the first corner fourth.

"My tyres were heating up quicker than the Ferraris were: I knew I couldn't pass him on the straight, but I had to try at the Parabolica.

"Arnoux was in front of Tambay and he came out better than Tambay, who came out a bit wiggly, so I made use of Tambay's draft. He couldn't use Arnoux's, as he was too far away. So he pulled me up to Arnoux and I closed right up to him. I couldn't pass him but there just wasn't quite enough room, like being stuck in traffic. Tambay didn't think I was going to get through: he braked too late and got all messed up, and then Arnoux and I just left. It was like a train. If you miss the train, that's it."

Cheever still thinks he's had a bad year: to drivers the points they earn, unless they win the title, are never sufficient. It's full of might-have beens: Monte Carlo, Hockenheim, Imola... *"I'm not saying I would have won every race, but if you keep coming second or third, then you're going to win. But every time I was in a good position to do something, my car broke. People say Prost's car finishes and mine doesn't, but it's not my fault a cable goes..."*

As for his team-mate, Eddie didn't think the game was up. *"Alain's man enough to look after himself,"* he said. *"As for me, Napoleon went to Russia and lost a war."*

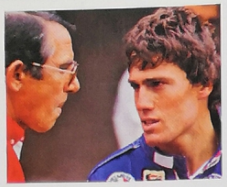
So Napoleon was older, one objects. *"Okay,"* Eddie says, *"A bad year on results, but a good year on what I've learned, which is a lot."*

Keith Botsford

by Giorgio Piola & Didier Braillon

ALFA ROMEO EURORACING

183T/03 : Andrea de Cesaris (I)
183T/04 : Mauro Baldi (I)
183T/05 : T-car



The Autodelta V8 engines were still fitted with the Zandvoort turbos because the bigger ones rumoured for Monza were ultimately discarded. The cars were fitted with new airboxes and there were also new rear wings although finally these weren't used in practice. De Cesaris set fastest time during pre-race testing with a time of 1 m 31.53s, but he broke an engine on Saturday morning, while Baldi broke the left turbo. The newest version of the 183T, chassis 06 which should be fitted with new suspension, will now make its debut at Kyalami on October 15, and it should be fitted with the larger turbos.

ARROWS-COSWORTH

A6/4 (2) : Marc Surer (CH)
A6/5 (3) : Thierry Boutsen (B)
A6/1 : T-car

The Arrows were unmodified since Zandvoort, apart from being decorated in the colours of their latest sponsor, Italian confectioner Golia. Surer had an engine failure on Saturday afternoon, and qualified in the T-car.

ATS-BMW

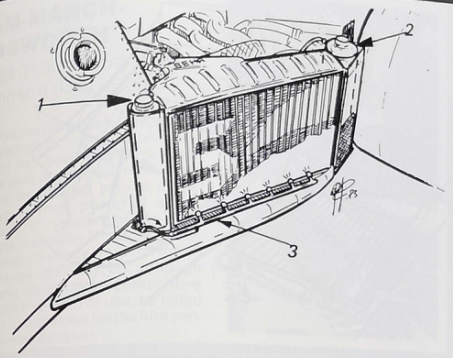
D6/03 : Manfred Winkelhock (D)
D6/02 : T-car

There were no modifications to the ATS at Monza, particularly as Gustav Brunner is now in hospital in Oxford with two breaks in his leg, having been hit by Eddie Cheever's Renault in the pit lane during the Dutch Grand Prix. However, Winkelhock had a new rear wing to try with a larger primary section but this wasn't a success when it was tried on Saturday morning. He spent most of the sessions trying two-piece and single front wings and balancing the rear end aerodynamically. Shortly before the end of Saturday morning's unofficial session, the gearbox broke leaving Manfred stranded opposite the pits. A subsequent small fire was swiftly extinguished.

LIGIER-COSWORTH

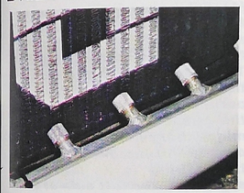
JS21/04 : Jean-Pierre Jarier (F)
JS21/03 : Raul Boesel (BR)
JS21/02 : T-car

No modifications, although the two race cars had four spherical pressure containers for the hydropneumatic suspension while the T-car was fitted with only two. Boesel failed to qualify.



BRABHAM-BMW

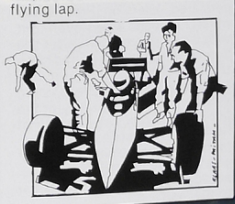
BT52/05 : Nelson Piquet (BR)
BT52/06 : Riccardo Patrese (I)
BT52/01 : T-car

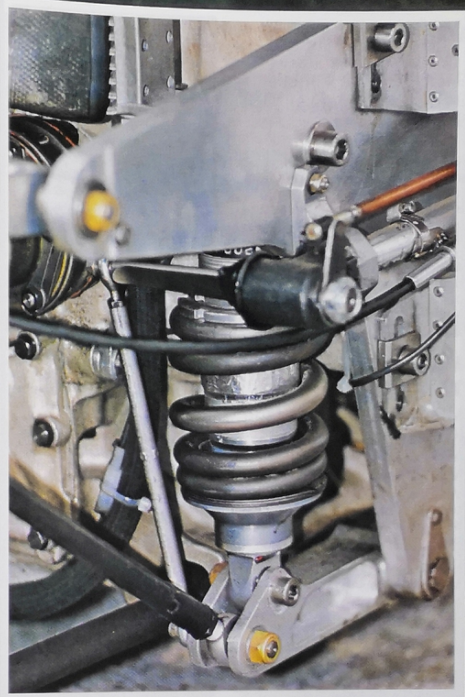


BRABHAM-BMW BT52 SPRAY COOLING SYSTEM

In (1), note the cylindrical tank already seen at Zandvoort; (2) is the second tank fitted at Monza which doubles the overall capacity of the system. The tanks contain what Gordon Murray called water, but which is probably liquid nitrogen which turns to gas on contact with the atmosphere. In (3) the six spray nozzles are seen at the base of the radiator which cool the water radiator: in turn this cools the engine and increases its efficiency.

BMW's engineers had worked hard on their engines, managing to provide more horsepower for both practice and race by using new turbines in the turbochargers and new pistons. The rear shock absorbers were cooled thanks to new larger air scoops and the BT52s had a larger spray-cooling system fitted (see drawing). Patrese set his pole position time on Saturday afternoon, while Piquet was unable to improve his Friday time in spite of using all three cars. His qualifying engine lost power; the engine in the T-car broke; and when he climbed into Patrese's car, it was too late to complete a flying lap.

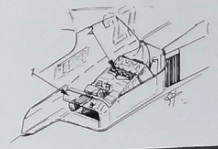




FERRARI

126C3/069 : Patrick Tambay (F)
126C3/068 : René Arnoux (F)
126C3/067 : Tambay T-car
126C3/066 : Arnoux T-car

There wasn't a 126C2 in sight at Monza as a fourth 126C3 had been built and given to Tambay. The new car was the same as the other three already seen. All four cars were fitted with gearboxes with stronger interior parts, while the rear suspension had been slightly modified in that the rear lower wishbone mounting point had been moved further back following testing at Zandvoort during the second unofficial session. As at Brabham, the spray cooling system had been considerably modified (see drawing). On Saturday morning, Arnoux had a turbo break and Tambay had a spin at the first chicane which slightly damaged the right steering arm. On Saturday afternoon, Tambay came into the pits with a broken turbo at the end of the session, but it gave no cause for alarm as the cars were running higher boost than they would in the race.



FERRARI 126C3 SPRAY COOLING SYSTEM

Shown in (1) is the bottle containing "a liquid which becomes gas on contact with air," which is probably nitrogen, mounted inside the front of the side pod. In (2), the four spray nozzles are seen, and these are connected to the bottle by a hose (dotted line). These nozzles spray the liquid on the turbocharger heat exchangers, thus lowering the heat of the intake air and increasing the density of the incoming charge. A similar system is to be found on the right side of the Ferraris.

Cockpits

LOTUS-RENAULT

94T/3 : Elio de Angelis (I)
94T/2 : Nigel Mansell (GB)
94T/1 : T-car

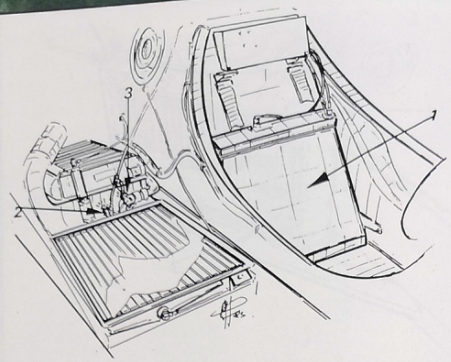
No modifications to the JPS-sponsored Lotuses although the 'spaghetti-type' lightweight exhausts (three kilos less than the originals) didn't appear. On Friday, the 94Ts were fitted with single-plate traditional rear wings and de Angelis qualified in the T-car after being disappointed with his race car's performance. On Friday, Mansell tried the now famous

"chip cutter" wings. Shortly after, his teammate tried his four-blade wing too, and that settled both drivers for the rest of the weekend.

MC LAREN-TAG PORSCHE

MP4-1E/02 : John Watson (GB)
MP4-1E/01 : Niki Lauda (A)
MP4-1E/02 : T-car

Watson had his first turbo opportunity in a race, being allotted the second MP4-1E chassis which had been present but incomplete at Zandvoort. A great deal of work has been done on the engines by Hans Mezger and his team at Porsche: the V6 units (approx. 20 kilos overweight) now have improved insulation from the heat of the turbo units and their waste-gates, and there is now a second compressed air bottle to control the waste-gates. Initially fitted with their usual carbon fibre brakes, the turbocharged MP4s were having some overheating problems on Friday morning, with melted grease from the wheel bearings finding its way on to the discs. As a result, for the Saturday sessions the more traditional twin-caliper brakes and iron discs were fitted.



RENAULT

RE40/06 : Alain Prost (F)
RE40/04 : Eddie Cheever (USA)
RE40/03 : T-car

Chassis number 06 is new: it has been brought in to replace 05, which was damaged in Prost's incident at Zandvoort. This new car weighs in at 545 kilos (5 over the limit) and ran for the first time during the recent tyre tests at Brands Hatch. Radiators mounted more closely to the vertical had been tried, together with higher sidepods, but there was no discernible aerodynamic advantage. The Renaults were using an external spray system similar to the one seen during practice in Holland, but it was quickly disconnected when the engines of both cars proved reluctant to rev. This problem persisted, even on Prost's car which had been fitted overnight with a new engine unit: after the intercoolers and turbos had been changed in the afternoon it was established that the spray system was in no way responsible for the poor engine respone. In spite of having set fastest time in the race morning warm-up session, Prost wasn't happy with his "race" chassis and decided to take the T-car to the start.

EXTERNAL SPRAY COOLING SYSTEM (RENAULT RE40)

Unlike the similar systems adopted by Brabham and Ferrari, the external cooling system used by Renault operates on water. On Prost's car it is mounted behind the driver (1) ; tubing carries the water to the single spray nozzle (2) seen at Zandvoort, now replaced by two separate nozzles (2 & 3). They spray over the cooler for the turbo inlet air, and the evaporation of the water reduces the temperature of the incoming charge, increasing its density and improving combustion. There is an identical system on the left side of the car.

RAM-MARCH-COSWORTH

RAM 01/3 : Kenny Acheson (GB)

New vanes have been fitted under the radiators, the positioning of which has been slightly altered: there were also revised front wings and a lengthened engine cover. Using a more powerful short-stroke "Y" version of the DFV engine loaned by McLaren, Acheson was able to get into the top 26 qualifiers on Friday, but although he was much more competitive than he has been of late, he failed to get into the race for the fifth consecutive occasion.

OSELLA-ALFA ROMEO

FA1E/03 : Corrado Fabi (I)
FA1E/02 : Piercarlo Ghinzani (I)

Ghinzani's car is now identifiable by its revised exhaust system, which comes under the half shafts and up again. Fabi's car has reinforced rear suspension rocker arms. The Alfa V12 with which Ghinzani had been so quick in the Friday qualifying system blew up on Saturday morning, so with no immediate replacement available he couldn't run on Saturday afternoon. His excellent Friday time (17th fastest overall, 2nd of the non-turbos) ensured that he wasn't "bumped," however.

SPIRIT-HONDA

201C/6 : Stefan Johansson (S)
201C/4 : T-car
101/1 : non-operational T-car

The "101/1" is the first true F1 car (as opposed to an adapted F2 chassis) to have been designed for Spirit by Gordon Coppuck. It was rushed to Monza from the factory, still incomplete, and although work continued on it throughout the weekend, it seems that there was no serious hope of running it because the intercoolers had been incorrectly manufactured. It has very smooth lines, albeit larger than the 201C, and is fitted with 220 litres of fuel tank capacity in anticipation of the 1984 rules. Although the existing six-speed transmission is retained, both the water radiators and the intercoolers are of an entirely new design. Stiffer than the 201C, it has a longer wheelbase, a wider front track and new suspension parts: it will race at Brands Hatch. Among the many mechanical problems which Johansson had to put up with at Monza were two blown engines on Friday and serious overheating on Saturday, which involved changing most of the rear bodywork and the turbo units, plus the installation of extra fresh air ducting. One quick lap on Saturday was enough to get Johansson into the race.

Spirit 101/1-Honda: a non-runner.

Cockpits

THEODORE-COSWORTH

183/17 : Roberto Guerrero (COL)
183/18 : Johnny Cecotto (YV)
183/16 : T-car

No modifications. Guerrero lost an engine early on Friday, continuing with the T-car.

TOLEMAN-HART

TG 183B/04 : Derek Warwick (GB)
TG183B/03 : Bruno Giacomelli (I)
TG183B/02 : T-car

The Hart 415T engines now have the Huddersfield-made British Holset turbocharger as a standard fitting: it seems to be a major advance both in power and reliability. Warwick and Giacomelli used standard-specification engines on Friday, but on Saturday they were given a revised version incorporating certain internal modifications, including new pistons. It was one of the latest engines which failed on Warwick's car on Saturday morning: he was able to use the T-car for qualifying that afternoon.

TYRRELL-COSWORTH

012/1 : Michele Alboreto (I)
011/5 : Danny Sullivan (USA)
011/4 : T-car

To overcome the "nervousness" of which Alboreto has complained, the 012 received a slightly narrower front suspension, while a new rear suspension will be ready for testing soon after Monza, and seems likely to be adopted for the race at Brands Hatch. On Friday morning a bolt broke in the rear suspension of Sullivan's car as he was coming out of the Parabolica. On Saturday Alboreto had a minor incident when he spun at the Lesmos, damaging the front suspension.

WILLIAMS-COSWORTH

FW08C/07 : Keke Rosberg (SF)
FW08C/08 : Jacques Laffite (F)
FW08C/09 : T-car

The Honda-engined Williams "09" had run for the first time two days before Monza, with Rosberg, at Donington. Technical details have not been released, but photos show an inelegant boat-type nose — the shape of which was decided in the wind tunnel — and a multitude of different radiators, those for oil cooling being divided between the front of the car and the rear (at the same level as the rear wing). After some initial overheating problems the car lapped reliably and fast over a two hour period, but it is not expected to race until the South African GP, where two will be available for Rosberg and Laffite. Now back in circulation, designer Patrick Head had to stand by as Laffite failed to qualify; throughout Friday and on Saturday morning he had been concentrating on testing Goodyear radial tyres, and when he switched to cross-ply Goodyears on Saturday afternoon one set of quallies was mismatched and his car was oversteering, a characteristic which he hates. It was the first "DNQ" for Laffite since Monaco 1975, when he was also with Williams. There were no changes to the specification of the "08s" at Monza.

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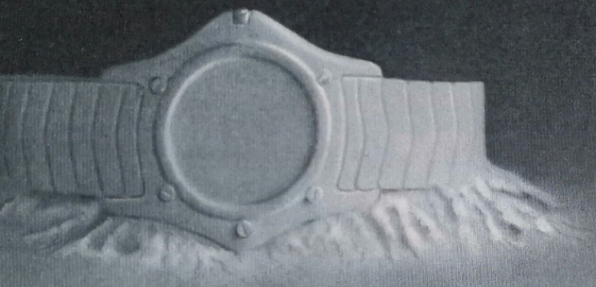

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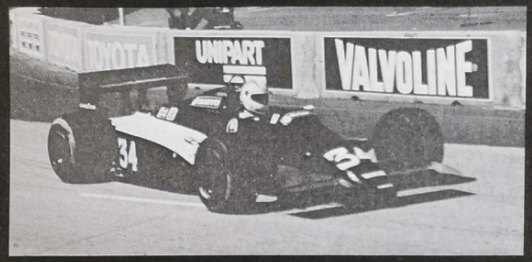

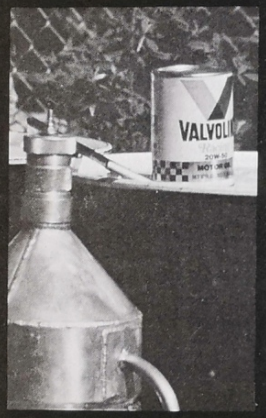

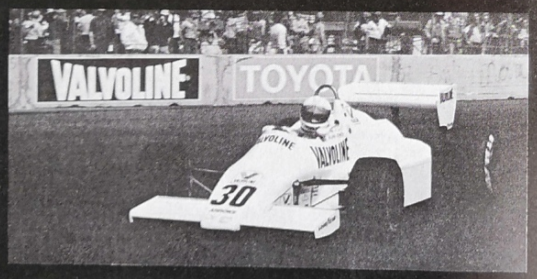

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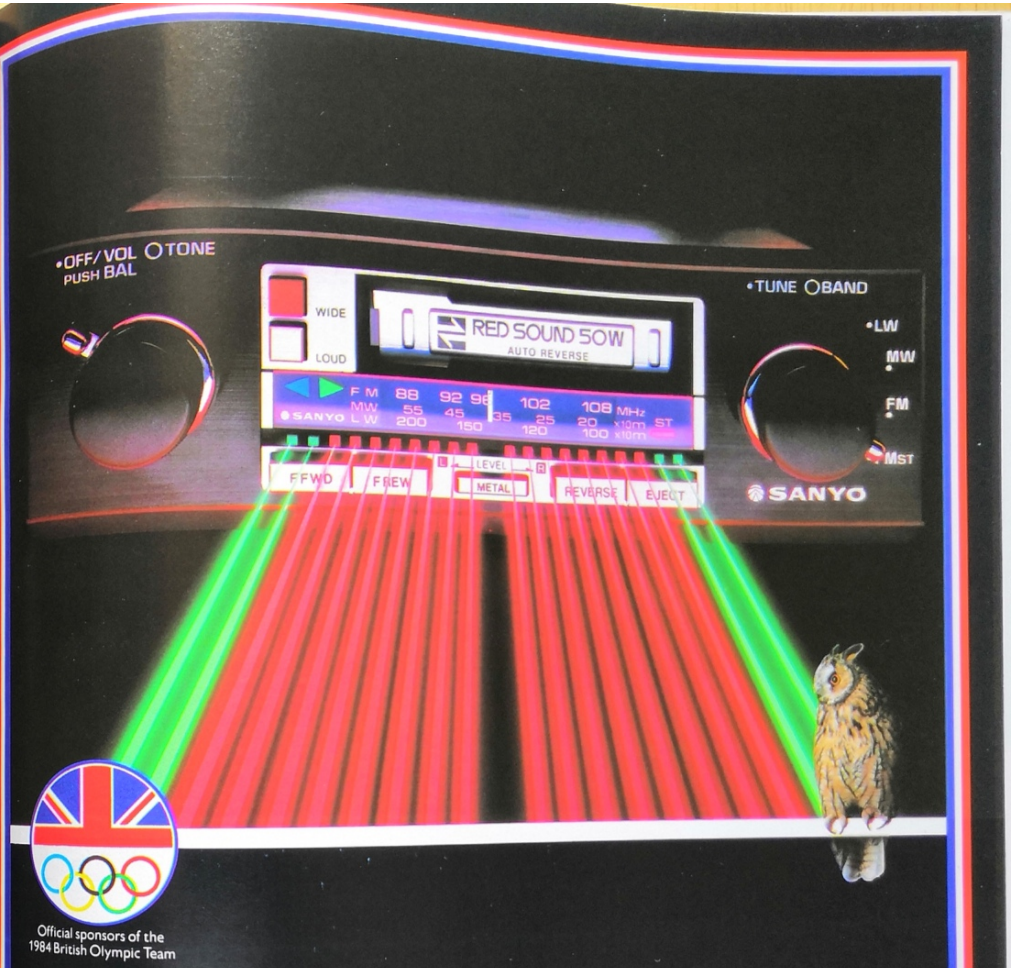

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And as you can see, Sanyo Red Sound machines are like no ordinary in-car Hi-Fi. Their bright red LED "power meters" enable you to monitor the exact levels of the sound produced.

And what a sound! Because with a potent 12 watts RMS per channel amplifier, an ocl for reduced distortion at high power levels, a loudness control booster for bass and treble at lower volumes and separate tone and balance controls, the sound quality of the FT 440M can only be described as superb.

Add to this, metal tape facility, an auto reverse function, locking fast forward and rewind buttons and an LED FM stereo indicator, and you can see why the new FT440M offers such good value for money at £79.95

So if you want to get into the red without leaving the black...

SEE SANYO, THEN DECIDE

The Sanyo Red Sound range from £59.95. Just part of the Sanyo line-up of In-Car Entertainment from £29.95 to £219.95. For further information contact your nearest Sanyo dealer.

SANYO

GRAND PRIX INTERNATIONAL
is proud to present the first official
FOCA Production:

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Relive all the action, the thrills, the incidents, the challenges, the close ones of the 1982 championship. Commented in high, brilliantly witty style by Clive James, this 90-minute cassette is available in all the standard formats: VHS, Betamax, PAL/SECAM and NTSC. Don't miss a word or a frame of it !

The cassette is distributed by Grand Prix International. For further information, contact Videovision in the United Kingdom at (05255) 4944 or 4945. The price is £ 48 plus £ 2 postage and packing for U.K. or in N. America US $ 99 Plus $ 5 for postage and packing. Send this coupon to Grand Prix Publications, 6 York St, London W1. We will accept cheques, banker's order or an international money order.

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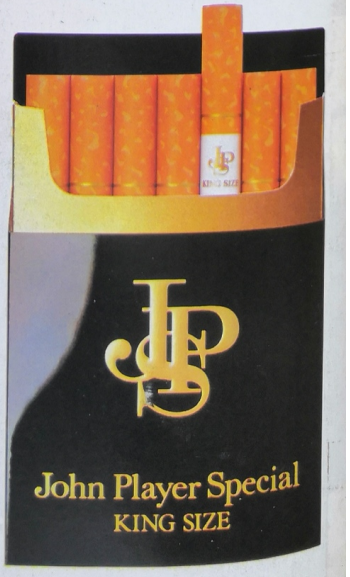
Black Power



John Player Special King Size